NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS

AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

ABERDEEN PROVING GROUND, MD

PHILLIPS AAF (KAPG) ..... **NDB Rwy 22**
VOR Rwy 22
VOR/DME Rwy 22
RNAV (GPS) Rwy 22
NA when control tower closed.

ABINGDON, VA

VIRGINIA HIGHLANDS ..... **LOC Rwy 24**
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24
VOR/DME-B
NA when local weather not available.
Category C, 800-2¼, Category D, 800-2½.

ANNAPOLIS, MD

LEE ..... **RNAV (GPS)-A**
NA when local weather not available.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL
THURGOOD MARSHALL **ILS or LOC Rwy 15L[1]**
ILS or LOC Rwy 28[2]
VOR Rwy 10[3]
[1]ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼.
[3]Categories A,B,1100-2;Category C,D 1100-3.

MARTIN STATE ..... **ILS or LOC Rwy 33[123]**
LOC Rwy 15[2]
VOR/DME or TACAN Z Rwy 15[4]
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY
EXECUTIVE ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30
NA when local weather not available.

NAME ALTERNATE MINIMUMS

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-
ALBEMARLE ..... **ILS or LOC Rwy 3[12]**
RNAV (GPS) Rwy 3[34]
RNAV (GPS) Y Rwy 21[35]
RNAV (GPS) Z Rwy 21[34]
[1]NA when control tower closed.
[2]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 1000-3. LOC, Category C, 800-2¼; Category D, 1000-3.
[3]NA when local weather not available.
[4]Category D, 1000-3.
[5]Category C, 800-2¼; Category D, 1000-3.

COLLEGE PARK, MD

COLLEGE PARK ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

CULPEPER, VA

CULPEPER RGNL ..... **LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
[1]NA when FBO closed.
[2]NA when local weather not available.

DANVILLE, VA

DANVILLE RGNL ..... **VOR Rwy 20**
Category C, 800-2¼; Category D, 800-2½.

DUBLIN, VA

NEW RIVER VALLEY ..... **VOR or GPS-A**
Category D, 800-2¼.

EASTON, MD

EASTON/
NEWNAM FIELD ..... **ILS or LOC/DME Rwy 4[1]**
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
NA when local weather not available.
[1]ILS,LOC, NA when control tower closed.

NAME ALTERNATE MINIMUMS

EMPORIA, VA
EMPORIA-GREENSVILLE RGNL ..... **RNAV (GPS) Rwy 15**
NA when local weather not available.

FELKER AAF (KFAF)
FORT EUSTIS, VA.....ORIG 08297
NDB Rwy 14
COPTER NDB Rwy 14
RNAV (GPS) Rwy 14
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FREDERICK, MD
FREDERICK MUNI ..... **RNAV (GPS) Rwy 5[12]**
RNAV (GPS) Y Rwy 23[1]
RNAV (GPS) Z Rwy 23[3]
[1]Category D, 800-2½.
[2]NA when local weather not available.
[3]Categories A,B,C,D, 800-2½.

GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK ..... **NDB Rwy 14**
Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

GALAX/HILLSVILLE, VA
TWIN COUNTY ..... **RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE
SUSSEX COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
NA when local weather not available.

HAGERSTOWN, MD
HAGERSTOWN RGNL-RICHARD A. HENSON FIELD ..... **ILS or LOC Rwy 9[1]**
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA
INGALLS FIELD ..... **RNAV (GPS) Rwy 7**
NA when local weather not available.
Categories, A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.

LEESBURG, VA
LEESBURG EXECUTIVE .. **RNAV (GPS) Rwy 17**
LPV, Category D, 700-2.

NAME ALTERNATE MINIMUMS

LEONARDTOWN, MD
ST. MARY'S COUNTY RGNL ..... **RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

LOUISA, VA
LOUISA COUNTY/ FREEMAN FIELD ..... **RNAV (GPS) Rwy 27**
NA when local weather not available.

LYNCHBURG, VA
LYNCHBURG RGNL/PRESTON GLENN FIELD ..... **ILS or LOC Rwy 4[12]**
RNAV (GPS) Rwy 4[3]
RNAV (GPS) Rwy 22[3]
VOR/DME Rwy 22[4]
VOR Rwy 4[3]
[1]ILS,LOC, NA when control tower closed.
[2]ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾.
[3]Category C, 900-2½; Category D, 900-2¾.
[4]Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.

MANASSAS, VA
MANASSAS RGNL/HARRY P DAVIS FIELD ..... **ILS or LOC Rwy 16L,**700-2
RNAV (GPS) Rwy 16L
NA when control tower closed.

MARION/WYTHEVILLE, VA
MOUNTAIN EMPIRE ..... **RNAV (GPS) Rwy 26**
NA when local weather not available.
Category C, 800-2¼.

MARTINSVILLE, VA
BLUE RIDGE ..... **RNAV (GPS) Rwy 30**
NA when local weather not available.
Categories A,B, 1000-2; Categories C,D, 1000-3.

MELFA, VA
ACCOMACK COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE
SUMMIT ..... **RNAV (GPS) Rwy 17**
RNAV (GPS) Rwy 35
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL ..... **ILS or LOC Rwy 7[12]**
ILS or LOC Rwy 25[1]
LOC/DME Rwy 20[12]
RNAV (GPS) Rwy 7[2]
RNAV (GPS) Rwy 20[2]

[1]NA when control tower closed.
[2]NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY MUNI ..... **RNAV (GPS) Rwy 2[1]**
RNAV (GPS) Rwy 32[12]
VOR-A[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

PETERSBURG, VA

DINWIDDIE COUNTY ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23
VOR Rwy 23

NA when local weather not available.

RICHLANDS, VA

TAZEWELL COUNTY ..... **LOC/DME Rwy 25**
RNAV (GPS) Rwy 25

NA when local weather not available.

RICHMOND, VA

RICHMOND INTL ..... **ILS or LOC Rwy 16**

ILS, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.
LOC, Categories A,B, 900-2, Category C, 900-2¾, Category D, 900-3.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI ..... **RNAV (GPS) Rwy 16**
VOR Rwy 16[1]

NA when local weather not available.
[1]Category C, 800-2¼, Category D, 800-2½.

NAME ALTERNATE MINIMUMS

ROANOKE, VA

ROANOKE RGNL/WOODRUM FIELD ..... **ILS or LOC Rwy 33[12]**
LDA Rwy 6[2]
VOR/NDB Rwy 33[3]

[1]ILS, Categories A,B, 800-2; Category C, 800-2¼; Category D, 800-2½. LOC, Category C, 800-2¼; Category D, 800-2½.
[2]Categories A,B, 1600-2; Categories C,D, 1600-3.
[3]Categories A,B, 1400-2; Categories C,D, 1400-3.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 32
VOR Rwy 23[1]

NA when local weather not available.
[1]Categories A, B, 1100-2; Categories C, D, 1100-3.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL ..... **ILS or LOC Rwy 5[1]**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS, Category D, 700-2.

SUFFOLK, VA

SUFFOLK EXECUTIVE ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 7

NA when local weather not available.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY ..... **VOR/DME or TACAN Rwy 10**

Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

WASHINGTON, DC

WASHINGTON
DULLES INTL ..... **ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]

[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

RONALD REAGAN
WASHINGTON NATIONAL ..... **ILS Rwy 1[1]**
LDA/DME Rwy 19[2]
RNAV (GPS) RWY 33[3]
ROSSLYN LDA Rwy 19, 1100-3
VOR/DME or GPS Rwy 15[4]
VOR/DME or GPS Rwy 19[5]
VOR Rwy 1[2]

[1]ILS, Categories A, B,C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.
[3]Categories A,B,C,D, 800-2½.
[4]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.
[5]Categories A,B, 1000-2; Categories C,D, 1000-3.

WEST POINT, VA

MIDDLE
PENINSULA RGNL ..... **RNAV (GPS) Rwy 10**
VOR-A

NA when local weather not available.

WILMINGTON, DE

NEW CASTLE ..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[2]
RNAV (GPS) Rwy 9[2]
RNAV (GPS) Rwy 19[2]
RNAV (GPS) Rwy 27[2]
VOR Rwy 27[3]

[1]NA when contol tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER RGNL ..... **RNAV (GPS) Rwy 14**
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.

WISE, VA

LONESOME PINE ..... **RNAV (GPS) Rwy 6[12]**
RNAV (GPS) Rwy 24[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

ANDREWS AFB (KADW), (CAMP SPRINGS) MD (09127 USAF)

RADAR - (E) 113.1T 124.0 128.35 257.2 286.6 301.5 316.7 335.5 360.8 379.2 ▽T **ELEV 280**

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	1L[1]		AB	**760**/24	500	(500-½)
			C	**760**/40	500	(500-¾)
			D	**760**/50	500	(500-1)
			E	**760**/60	500	(500-1¼)
	19R[4]		AB	**780**/24	507	(500-½)
			CD	**780**/50	507	(500-1)
			E	**780**/60	507	(500-1¼)
	19L[2]		ABC	**720**/40	440	(500-¾)
			DE	**720**/50	440	(500-1)
	1R[1]		ABC	**760**/40	495	(500-¾)
			D	**760**/50	495	(500-1)
			E	**760**/60	495	(500-1¼)
CIR[3]	19L		A	**720**-1	440	(500-1)
			B	**740**-1	460	(500-1)
			C	**740**-1½	460	(500-1½)
			DE	**840**-2	560	(600-2)
	19R		AB	**780**-1	500	(500-1)
			C	**780**-1½	500	(500-1½)
			DE	**840**-2	560	(600-2)
	1L, 1R		AB	**760**-1	480	(500-1)
			C	**760**-1½	480	(500-1½)
			DE	**840**-2	560	(600-2)

[1]When ALS inop, increase CAT AB RVR 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,CAT C RVR to 60 and vis to 1¼ miles and CAT DE vis to 1½ miles. [3]Circling not authorized W of Rwy 1L-19R. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½.

DAVISON AAF (KDAA), VA (Ft. Belvoir) (Amdt 10A, 09211 USA) **ELEV 73**

RADAR[1] - (E) 118.85 119.95 248.5x 265.6 ▽T ⚠ NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/22/414	ABCD	**333**/40	265	(300-¾)
	14	3.0°/59/937	ABCD	**635**-2	575	(600-2)

[1]Opr 1100-2300Z++ wkd excld hol, R-IFF SIF svc not avbl.

NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (09267 USN) ELEV 7

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[23]	3.0°/50/948	ABCDE	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	ABCDE	**265**-¾	250	(300-¾)
COPTER PAR[1]	10[23]	3.0°/50/948	COPTER	**117**-¼	100	(100-¼)
	28[4]	3.0°/36/682	COPTER	**265**-¾	250	(300-¾)
PAR W/O GS[1]	28[5]		ABCDE	**460**-1	445	(500-1)
	10[6]		ABC	**460**-¾	443	(500-¾)
			DE	**460**-1	443	(500-1)
ASR[1]	10[7]		AB	**520**-¾	503	(600-¾)
			CD	**520**-1	503	(600-1)
			E	**520**-1¼	503	(600-1¼)
	28[6]		ABC	**460**-1	445	(500-1)
			DE	**460**-1¼	445	(500-1¼)
CIR ASR[89]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)
CIR PAR W/O GS[89]	10, 28		AB	**520**-1¼	503	(600-1¼)
			C	**520**-1½	503	(600-1½)
			DE	**580**-2	563	(600-2)

[1]No-NOTAM preventive maint Mon 1200-1800Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]PAPI RRP and PAR RPI are not coincidental. [4]When ALS inop, increase vis CAT ABCDE to 1 mile. [5]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [6]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [7]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]CAT E cir not authorized south of Rwy 10-28. [9]Norfolk NS Heliport lctd 1 NM NW, use caution in cir apch.

OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (07214 USN) ELEV 23

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[6]	5R[1]	3.0°/36/682	ABCDE	**120**-¼	100	(100-¼)
	23L[1]	3.0°/42/798	ABCDE	**122**-¼	100	(100-¼)
	5L	3.0°/40/752	ABCDE	**121**-½	100	(100-½)
	23R	3.0°/44/842	ABCDE	**121**-½	100	(100-½)
	14R	3.0°/38/720	ABCDE	**122**-½	100	(100-½)
	32L[1]	3.0°/41/785	ABCDE	**123**-¼	100	(100-¼)
PAR	32R		AB	**360**-1¼	339	(400-1¼)
SIDESTEP[7]			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**320**-1	300	(300-1)
			C	**320**-1½	300	(300-1½)
			DE	**320**-2	300	(300-2)
	5L		ABC	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	23L		ABC	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		ABC	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)
PAR	5R[2]		ABCD	**420**-¾	400	(400-¾)
W/O GS[7]			E	**420**-1	400	(400-1)
	5L		ABCD	**420**-1¼	399	(400-1¼)
			E	**420**-1½	399	(400-1½)
	32L[4]		ABCDE	**360**-¾	337	(400-¾)
	23L[3]		ABC	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		ABCDE	**300**-1¼	278	(300-1¼)
	23R		ABC	**460**-1¼	439	(500-1¼)
			DE	**460**-1½	439	(500-1½)
PAR W/O	5L		AB	**420**-1¼	399	(400-1¼)
GS SIDESTEP[7]			C	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	32R		AB	**360**-1¼	339	(400-1¼)
			C	**360**-1½	339	(400-1½)
			DE	**360**-2	339	(400-2)
	14L		AB	**320**-1¼	300	(300-1¼)
			C	**320**-1½	300	(300-1½)
			DE	**320**-2	300	(300-2)
	23L		AB	**460**-1¼	438	(500-1¼)
			C	**460**-1½	438	(500-1½)
			DE	**460**-2	438	(500-2)
	23R		AB	**460**-1¼	439	(500-1¼)
			C	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)

OCEANA NAS (KNTU)(CON'T), (APOLLO SOUCEK FIELD) VA (07214 USN)

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	5R[5]		AB	**420**-½	400	(400-½)
			CD	**420**-¾	400	(400-¾)
			E	**420**-1	400	(400-1)
	32L[6]		AB	**440**-½	417	(500-½)
			CD	**440**-¾	417	(500-¾)
			E	**440**-1	417	(500-1)
	23L[6]		AB	**460**-½	438	(500-½)
			C	**460**-¾	438	(500-¾)
			DE	**460**-1	438	(500-1)
	14R		AB	**460**-1	438	(500-1)
			C	**460**-1¼	438	(500-1¼)
			DE	**460**-1½	438	(500-1½)
ASR	5L		AB	**420**-1	399	(400-1)
SIDESTEP			C	**420**-1½	399	(400-1½)
			DE	**420**-2	399	(400-2)
	32R		AB	**440**-1	419	(500-1)
			C	**440**-1½	419	(500-1½)
			DE	**440**-2	419	(500-2)
	14L		AB	**460**-1	440	(500-1)
			C	**460**-1½	440	(500-1½)
			DE	**460**-2	440	(500-2)
	23R		AB	**460**-1	439	(500-1)
			C	**460**-1½	439	(500-1½)
			DE	**460**-2	439	(500-2)
CIR	All Rwy		AB	**480**-1	457	(500-1)
ASR			C	**480**-1½	457	(500-1½)
			D	**580**-2	557	(600-2)
			E	**620**-2	597	(600-2)
CIR	All Rwy		AB	**480**-1¼	457	(500-1¼)
PAR W/O GS			C	**480**-1½	457	(500-1½)
			D	**580**-2¼	558	(600-2¼)
			E	**620**-2¼	598	(600-2¼)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile. [2]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [3]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 1½ miles. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles. [7]No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	6[2]	3.0°/46/971	ABCDE	**139**-¼	100	(100-¼)
	24	3.0°/43/805	ABCDE	**120**-½	100	(100-½)
	14	3.0°/37/735	ABCDE	**127**-½	100	(100-½)
	32	3.0°/48/892	ABCDE	**268**-1	250	(300-1)
PAR W/O GS	6[4]		ABCD	**360**-½	321	(400-½)
			E	**360**-¾	321	(400-¾)
	14		ABCDE	**340**-1¼	313	(400-1¼)
	24		ABCDE	**320**-1¼	300	(400-1¼)
	32		ABCDE	**340**-1¼	322	(400-1¼)
ASR	14		ABC	**380**-1	353	(400-1)
			DE	**380**-1¼	353	(400-1¼)
	32		ABC	**400**-1	382	(400-1)
			DE	**400**-1¼	382	(400-1¼)
	6[3]		AB	**500**-½	461	(500-½)
			C	**500**-¾	461	(500-¾)
			D	**500**-1	461	(500-1)
			E	**500**-1¼	461	(500-1¼)
	24		AB	**440**-1	420	(500-1)
			CD	**440**-1¼	420	(500-1¼)
			E	**440**-1½	420	(500-1½)
CIR[5]	6-24, 14-32		A	**540**-1	501	(600-1)
			B	**560**-1	521	(600-1)
			C	**560**-1½	521	(600-1½)
			D	**600**-2	561	(600-2)
			E	**640**-2¼	601	(700-2¼)

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++. [2]When ALS inop, increase Cat ABCDE vis to ½ mile. [3]When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1¼ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. [4]When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. [5]When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles.

QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN) ELEV 11

RADAR[1] - 120.925 351.95 353.65 363.15

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[23]	2	3.0°/35/670	ABCD	**262**-1	252	(300-1)
PAR W/O GS[2]	2		ABCD	**400**-1¼	390	(400-1¼)
ASR[2]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**560**-1¾	550	(600-1¾)
CIR PAR or PAR W/O GS[4]	2		A	**500**-1¼	490	(500-1¼)
			B	**540**-1¼	530	(600-1¼)
			C	**540**-1½	530	(600-1½)
			D	**700**-2¼	690	(700-2¼)
CIR[4]	2		AB	**560**-1	550	(600-1)
			C	**560**-1½	550	(600-1½)
			D	**700**-2¼	690	(700-2¼)

[1]GCA avbl daily during published field opr hr. Ctc twr for freq asgn. [2]Procedure NA at night when VGSI inop. [3]PAR military use only in other than VFR. [3]Circling not authorized W of Rwy 2-20.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 300-1.

DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW, before proceeding on course.

ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. 09127

TAKE-OFF OBSTACLES: **Rwy 1L,** trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL. **Rwy 1R,** trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL; trees 2254' from DER, 645' left of centerline, 93' AGL/ 355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL; trees 2882' from DER, 364' left of centerline, 104' AGL/ 362' MSL. **Rwy 19L,** terrain 267' from DER, 580' left of centerline, 261' MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. **Rwy 19R,** trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL; tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

NAME TAKE-OFF MINIMUMS

ANNAPOLIS, MD

LEE

TAKE-OFF MINIMUMS: **Rwy 30,** 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 12,** climb runway heading to 700 before proceeding on course. **Rwy 30,** climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: **Rwy 12,** cross departure end of runway at or above 35' AGL/66' MSL. **Rwy 30,** trees, 1433' from departure end of runway, 85' left of centerline, 100' AGL/139' MSL. Cross departure end of runway at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1½ or std. w/ min. climb of 210' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 044° to 800 before proceeding on course. **Rwy 28,** climb heading 285° to 900 before proceeding on course. **Rwy 33L,** climb heading 320° to 2000 before proceeding on course. **Rwy 33R,** climb heading 005° to 1900 before proceeding on course.

NOTE: **Rwy 4,** rod on lighted pole 1921' from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway, 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway, 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway, 2274' left of centerline, 173' AGL/338' MSL. **Rwy 10,** building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. **Rwy 15L,** multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. **Rwy 15R,** multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/172' MSL. **Rwy 22,** terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway, 137' left of centerline, 158' MSL. **Rwy 28,** tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. **Rwy 33L,** building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL. Microwave antenna on building, 4725' from departure end of runway, 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. **Rwy 33R,** numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL. Building 998' from departure end of runway, 654' left of centerline, 24' AGL/183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL. Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL. Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of runway, 904' left of centerline, 45' AGL/204' MSL.

BALTIMORE, MD (CON'T)

MARTIN STATE

TAKE-OFF MINIMUMS: **Rwy 15,** 800-2 or std. with a min. climb of 300' per NM to 1000. **Rwy 33**, 1300-2 or std. with a min. climb of 340' per NM to 1700'.

DEPARTURE PROCEDURE: **Rwy 15**, climb runway heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course.

NOTE: **Rwy 15,** trees 1960' from departure end of runway 684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. **Rwy 33,** pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** 400-1¼ or std. w/ min. climb of 563' per NM to 2700.

DEPARTURE PROCEDURE: **Rwy 12,** climbing right turn direct PSK VORTAC to 3500 before proceeding on course. **Rwy 30,** climbing left turn direct PSK VORTAC to 4100 before proceeding on course.

NOTE: **Rwy 12,** bushes and trees beginning 275' from departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. **Rwy 30,** trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from departure end of runway, 310' left of centerline, 24' AGL/2137' MSL. Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: **Rwy 1,** 1000-2 or std. with a min. climb of 280' per NM to 1700. **Rwy 4,** 1000-2 or std. with a min. climb of 220' per NM to 1700. **Rwy 19,** NA.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 010° to 1700 before proceeding on course. **Rwy 4,** climb heading 039°to 1700 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course. **Rwy 22,** climb heading 208° to 900 before proceeding on course.

NOTE: **Rwy 4,** 50' AGL tree, 150' from departure end of runway, 450' right of centerline. **Rwy 22,** 66' AGL tree, 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1.1 NM SW of Rwy 4.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK

TAKE-OFF MINIMUMS: **Rwy 15**, 700-1. **Rwy 33**, 700-2.

DEPARTURE PROCEDURE: **All aircraft** climb in VBW holding pattern (SW, right turns, 035° inbound) to 4000 before proceeding on course.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY

NOTE: **Rwy 6,** multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL. **Rwy 24,** multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA 08213

TAKE-OFF OBSTACLES: **Rwy 5:** trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. **Rwy 23:** trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** std. w/ min. climb of 323' per NM to 1500, or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3,** climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. **Rwy 21,** climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding on course.

NOTE: **Rwy 3,** pole 97' from DER, 476' right of centerline, 27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER, 3183' right of centerline, up to 1116' MSL.

CHASE CITY, VA

CHASE CITY MUNI

NOTE: **Rwy 18,** trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. **Rwy 36,** trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 400' per NM to 600.

NOTE: **Rwy 28,** 100' terrain/trees 1150' from departure end of runway.

CLARKSVILLE, VA

MARKS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 600-1 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 1900 before turning.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG 08045 (FAA)

NOTES: **Rwy 5,** Vehicle on road beginning 20' from departure end of runway, on centerline, up to 15' AGL/261' MSL. **Rwy 23,** Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.

COLLEGE PARK, MD

COLLEGE PARK (CGS)

AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. w/ min. climb of 486' per NM to 600. **Rwy 33,** 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15,** climb heading 149° to 600 before proceeding on course. **Rwy 33,** climb heading 329° to 600 before proceeding on course.

NOTE: **Rwy 15,** trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSL. Antenna 1.1 NM from departure end of runway, 149' left of centerline, 167' AGL/270' MSL. **Rwy 33,** terrain beginning 1 NM from departure end of runway, 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway, 467' right of centerline, 184' AGL/254' MSL. Tower 1.9 NM from departure end of runway, 1447' left of centerline, 255' AGL/405' MSL.

CRISFIELD, MD

CRISFIELD MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24,** NA-obstacles

DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 142° to 900 before proceeding on course. **Rwy 32,** climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 1000 before turning right.

NOTE: **Rwy 4,** tree 79' from departure end of runway, 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL. Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410' MSL. **Rwy 22,** tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL. Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 1700-2 or std. with a min. climb of 300' per NM to 3400. **Rwy 11,** 1600-2 or std. with a min. climb of 520' per NM to 3400. **Rwy 23,** 1200-2 or std. with a min. climb of 660' per NM to 3400. **Rwy 29,** NA.

DEPARTURE PROCEDURE: **Rwys 5,11,** climb runway heading to 3400 before proceeding on course. **Rwy 23,** climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

DANVILLE, VA

DANVILLE RGNL

TAKE-OFF MINIMUMS: **Rwys 2, 31,** 300-1 or std. with a min. climb of 240' per NM to 1000.

DAVISON AAF (KDAA)

FORT BELVOIR, VA

. . . . . .Rwy 32, 300-1*

* Or standard with minimum climb of 380/NM to 500.

TAKE-OFF OBSTACLES: Rwy 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

DOVER AFB (KDOV)

DOVER, DE 09155

TAKE-OFF OBSTACLES: **Rwy 1,** possible aircraft/vehicles at DER hammerhead just left of rwy centerline, up to 65' AGL/91' MSL. **Rwy 19,** possible aircraft/vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32, multiple C-5s parked on ramp beginning 1535' thru 2780' from DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL. Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK

NOTE: **Rwy 9,** multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149' MSL. Pole line 1151' from departure end of runway, 36' right of centerline, 50' AGL/99' MSL. Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. **Rwy 27,** multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100' AGL/164' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24,** 200-1½ or std. w/ min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: **Rwy 6**, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course. **Rwy 24**, climb heading 238° to 4000 before proceeding on course.

NOTE: **Rwy 6,** tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. **Rwy 24,** pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL. Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: **Rwy 4,** vehicles on roads beginning 199' from departure end of runway, 350' right of centerline, up to 15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31' AGL/100' MSL. Multiple trees beginning 1485' from departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of runway, 38' left of centerline, 47' AGL/116' MSL. **Rwy 15,** fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning 721' from departure end of runway, 183' left of centerline, up to 64' AGL/123' MSL. Multiple poles beginning 828' from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline, up to 89' AGL/148' MSL. Multiple trees beginning 1357' from departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. **Rwy 22,** tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL. Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. **Rwy 33,** multiple trees 10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left of centerline, up to 99' AGL/118' MSL.

ELKTON, MD

CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: **Rwy 13,** cross departure end of runway at or above 27' AGL/89' MSL. **Rwy 31,** 300-1½ or std. w/ min. climb of 290' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 900 before turning left.

NOTE: **Rwy 13,** trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325' from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. **Rwy 31,** trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

ORIG 09155 (FAA)

NOTE: **Rwy 15,** vehicle on roadway 21' from DER, 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER, 245' right of centerline, up to 60' AGL/169' MSL. Trees beginning 98' from DER, 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387' from DER, 387' left of centerline, up to 60' AGL/149' MSL. **Rwy 33,** trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL. Trees beginning 138' from DER, 321' left of centerline, up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER, 524' right of centerline, up to 15' AGL/144' MSL. Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

ORIG 07354 (FAA)

NOTE: **Rwy 3,** tree 1335' from departure end of runway, 277' right of centerline, 59' AGL/476' MSL. **Rwy 21,** vehicle on road 18' from departure end of runway, 495' left of centerline, 15' AGL/425' MSL. Tree 675' from departure end of runway, 315' right of centerline, 42' AGL/452' MSL.

FELKER AAF (KFAF),

FORT EUSTIS, VA 08297

Rwy 14, 32 standard.

TAKE-OFF OBSTACLES: **Rwy 14:** Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL. **Rwy 32:** Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FORT MEADE (ODENTON), MD

TIPTON

NOTE: **Rwy 10,** cross departure end of runway at or above 17' AGL/167' MSL. **Rwy 10,** trees 1052' right of departure end of runway, 88' AGL/238' MSL.

FRANKLIN, VA

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

AMDT 2 09071 (FAA)

NOTE: **Rwy 9,** trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. **Rwy 27,** trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road 308' from DER, left to right of centerline, 15' AGL/44' MSL.

FREDERICK, MD

FREDERICK MUNI

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 270' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 2000 before proceeding on course. **Rwy 30,** climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

FREDERICKSBURG, VA

SHANNON

TAKE-OFF MINIMUMS: **Rwy 24,** 800-3 or std. with a min. climb of 290' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 24,** climb to 800 via runway heading before proceeding on course.

NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

FRIENDLY, MD

POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: **Rwys 6,24,** 300-1.

NOTE: **Rwy 6,** 50' AGL trees 300' left of departure end of runway. 75' AGL trees 320' right of departure end of runway. **Rwy 24,** 80' AGL trees 200' right of departure end of runway. 75' AGL trees 200' left of departure end of runway. 30' AGL hanger 200' from departure end of runway, 190' right of centerline.

FRONT ROYAL, VA

FRONTROYAL-WARREN COUNTY

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 409' per NM to 1100, or 2300-3 for climb in visual conditions. **Rwy 27,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 9,** climbing left turn via MRB R-216 to MRB VORTAC before proceeding on course, do not exceed 180 knots until MRB VORTAC; or for climb in visual conditions: cross Front Royal-Warren County Airport at or above 2900 MSL before proceeding on course.

NOTE: **Rwy 9,** multiple trees beginning 148' from departure end of runway, 99' right of centerline, up to 100' AGL/939' MSL. Multiple trees beginning 182' from departure end of runway, 189' left of centerline, up to 100' AGL/854' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK

TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** 62' AGL trees 197' right of centerline. **Rwy 32,** 63' AGL trees 335' left of centerline.

GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. with a min. climb of 240' per NM until passing 3000. **Rwy 1,** 300-1 or std. with a min. climb of 310' per NM until passing 3000.

GEORGETOWN, DE

SUSSEX COUNTY

TAKE-OFF MINIMUMS: **Rwys 4, 13, 22, 31,** 300-1.

GRUNDY, VA

GRUNDY MUNI

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2 or std. with a min. climb of 240' per NM to 2700.

HAGERSTOWN, MD

HAGERSTOWN RGNL -RICHARD A. HENSON FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1.

DEPARTURE PROCEDURE: **Rwy 9**, climbing left turn to 2500 via 040° heading to intercept the HGR R-084 before departing as cleared. **Rwys 2, 20**, climb to 2000 before turning eastbound.

HOT SPRINGS, VA

INGALLS FIELD

TAKE-OFF MINIMUMS: **Rwy 7,** 500-1 or std. with a min. climb of 320' per NM to 4400. **Rwy 25**, 600-1 or std. with a min. climb of 390' per NM to 5000.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4400 before proceeding on course. **Rwy 25,** climb runway heading to 5000 before proceeding on course.

INDIAN HEAD, MD

MARYLAND

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. w/ min. climb of 360' per NM to 600.

NOTE: **Rwy 18,** trees abeam departure end of runway, 125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100' AGL/256' MSL. Trees abeam departure end of runway, 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway, 620' right of centerline, 190' AGL/384' MSL. **Rwy 36,** trees 258' from departure end of runway, 309' left of centerline, up to 100' AGL/271' MSL. Tree 567' from departure end of runway, 125' left of centerline, 60' AGL/230' MSL. Rising terrain beginning 73' from departure end of runway, 64' right of centerline, 180' MSL.

JONESVILLE, VA

LEE COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. **Rwy 25,** std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 7, 25,** for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: **Rwy 7,** terrain 116' from departure end of runway, 72' right of centerline, 1439' MSL. Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459' MSL.

LANGLEY AFB (KLFI)
HAMPTON, VA
..... Orig 07354
..... **Rwy 8**, 500-3*
* Or standard with minimum climb of 240 ft/NM to 700.
NOTE: Rwy 26, cross DER at or above 10' AGL/18' MSL.
TAKE-OFF OBSTACLES: **Rwy 8**, Boat 2261' from DER, 779' left of centerline, 60' AGL/80' MSL. Boat 2500' from DER, 59' left of centerline, 60' AGL/70' MSL. Vehicle on road 1051' from DER, 702' right of centerline, 15' AGL/43' MSL. Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL. Multiple towers 2.0 NM from DER, 1.7 NM right of centerline, 503' AGL/511' MSL. Rwy 26, Tree 4050' from DER, 685' left of centerline, 100' AGL/120' MSL. Tree 4840' from DER, 687' left of centerline,100' AGL/136' MSL. Tree 4044' from DER, 31' left of centerline, 101' AGL/113' MSL. Tree 4153' from DER, 342' right of centerline, 101' AGL/114' MSL. Tree 4037' from DER, 623' right of centerline, 101' AGL/110' MSL. Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER, 1184' right of centerline, 100' AGL/133' MSL.

LAUREL, DE
LAUREL
DEPARTURE PROCEDURE: **Rwys 15, 33,** climb runway heading to 1200 before proceeding on course.

LAWRENCEVILLE, VA
LAWRENCEVILLE/BRUNSWICK MUNI
TAKE-OFF MINIMUMS: **Rwys 6,24,** NA.
NOTE: **Rwy 18,** trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline, 22' AGL/321' MSL. **Rwy 36,** trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA
LEESBURG EXECUTIVE (JYO)
AMDT 1 09183 (FAA)
DEPARTURE PROCEDURE: **Rwy 35,** climb heading 351° to 900 before proceeding on course.
NOTE: **Rwy 17,** building 167' from DER, 360' left of centerline, 22' AGL/401' MSL. Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. **Rwy 35,** terrain 96' from DER, 453' left of centerline, 381' MSL. Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD
ST. MARY'S COUNTY RGNL
NOTES: **Rwy 11,** multiple trees beginning 88' from departure end of runway, 339' left of centerline, up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. **Rwy 29,** multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline, 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA
LOUISA COUNTY/FREEMAN FIELD (LKU)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees beginning abeam departure end of runway, 369' right of centerline, up to 100' AGL/589' MSL. Trees beginning 226' from departure end of runway, 541' left of centerline, up to 100' AGL/559' MSL. Trees beginning 1200' from departure end of runway, left and right of centerline, up to 100'AGL/539'MSL. **Rwy 27,** trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/569' MSL. Trees beginning 211' from departure end of runway, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 69' from departure end of runway, 513' left of centerline, up to 100' AGL/569' MSL. Trees beginning 586' from departure end of runway, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA
LURAY CAVERNS
TAKE-OFF MINIMUMS: **Rwys 4, 22**, 1000-3
DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on course.

LYNCHBURG, VA
FALWELL
TAKE-OFF MINIMUMS: **Rwy 10,** 1100-2½ for climb in visual conditions. **Rwy 28,** NA-obstacle.
DEPARTURE PROCEDURE: **Rwy 10,** for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.
NOTE: **Rwy 10,** multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG, VA (CON'T)

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-2¼ or std. w/ min. climb of 232' per NM to 1500. **Rwy 35,** std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 036° to 2200 before proceeding on course. **Rwy 17,** climb heading 169° to 1800 before turning right. **Rwy 22,** climb heading 216° to 1800 before turning right. **Rwy 35,** climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: **Rwy 4,** trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway, 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/ 948' MSL. Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL. Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL. **Rwy 17,** trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. **Rwy 22,** trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/ 979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. **Rwy 35,** trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of centerline up to 119' AGL/1037' MSL. Pole 36' from departure end of runway 98' left of centerline, 25' AGL/ 943' MSL.

MANASSAS, VA

MANASSAS RGNL/HARRY P. DAVIS FIELD

NOTE: **Rwy 16R,** terrain 64' from departure end of runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway, 40' left of centerline, up to 100' AGL/279' MSL. **Rwy 16L,** terrain 56' from departure end of runway, 177' left of centerline, 179' MSL. Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. **Rwy 34R,** sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL. **Rwy 34L,** terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from departure end of runway, 1102' left of centerline, 68' AGL/274' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE

TAKE-OFF MINIMUMS: **Rwy 8,** 300-1. **Rwy 26,** 800-1.

DEPARTURE PROCEDURE: **Rwy 8**, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. **Rwy 26**, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

MARTINSVILLE, VA

BLUE RIDGE (MTV)
AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2100. **Rwy 30**, 300-1 or std. with a min. climb of 370' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 12,** climb direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course. **Rwy 30,** climbing right turn direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course.

NOTE: **Rwy 12,** trees 38' from departure end of runway, 380' right of centerline, 82' AGL/941' MSL. Trees 316' from departure end of runway, 320' left of centerline, 56' AGL/956' MSL.

MELFA, VA

ACCOMACK COUNTY

NOTE: **Rwy 3,** multiple trees beginning 41' from departure end of runway, 221' right of centerline, up to 84' AGL/128' MSL. Truck on road 204' from departure end of runway, 231' left of centerline, 15' AGL/61' MSL. Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL. Truck on road 494' from departure end of runway, 228' left of centerline, 15' AGL/62' MSL. Rod on obstruction light tower 862' from departure end of runway, 402' left of centerline, 55' AGL/99' MSL. **Rwy 21,** multiple trees beginning 27' from departure end of runway, 395' right of centerline, up to 91' AGL/135' MSL. Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1, or std. with a min. climb of 280' per NM to 400.

MITCHELLVILLE, MD

FREEWAY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 295' per NM to 500. **Rwy 36,** 300-1 or std. with a min. climb of 500' per NM to 600.

NOTE: **Rwy 18,** trees 328' from departure end of runway, 20' AGL/178' MSL. Trees 838' from departure end of runway, 337' left of centerline, 50' AGL/220' MSL. **Rwy 36,** cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL. Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

MONETA, VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: **Rwys 5, 23**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb straight ahead to 1600 before proceeding on course.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL

TAKE-OFF MINIMUMS: **Rwy 20**, 300-1¼ or standard with a minimum climb of 255' per NM to 300.

NOTE: **Rwy 2,** bush 295' from departure end of runway, 291' right of centerline 22' AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/131' MSL. Pole 1221' from departure end of runway, 487' right of centerline 31' AGL/81' MSL. Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132' MSL. Multiple trees beginning 1554' from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. **Rwy 7,** tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL. T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191' MSL. **Rwy 20,** bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL. Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. **Rwy 25,** tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure end of runway, 529' left of centerline 59' AGL/79' MSL. Tree 2654' from departure end of runway, 335' right of centerline 86' AGL/106' MSL. Tree 3435 from departure end of runway, 1125' right of centerline 116' AGL/139' MSL.

NORFOLK, VA

CHESAPEAKE RGNL

DEPARTURE PROCEDURE: **Rwys 5, 23**, climb runway heading to 500 before proceeding on course.

NOTE: **Rwy 5,** cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. **Rwy 23,** cross departure end of runway at or above 25' AGL/43'MSL. Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 10,** std. w/ min. climb of 217' per NM to 700, or alternatively w/ std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2,** climb heading 019° to 1600 before turning west. **Rwy 10,** climb heading 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. **Rwy 20,** climb heading 199° to 1000 before turning North. **Rwy 28,** climb heading 282° to 1500 before turning North.

NOTE: **Rwy 2,** multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to 100' AGL/124' MSL. **Rwy 10,** trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. **Rwy 20,** vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline, up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL. **Rwy 28,** multiple trees beginning 2711' from departure end of runway, 366' left of centerline, up to 100' AGL/124' MSL. Vehicle on road 3' from departure end of runway, 112' right of centerline, 17' AGL/34' MSL. Multiple trees beginning 2595' from departure end of runway, 362' right of centerline, up to 100' AGL/124' MSL.

NORFOLK, VA (CON'T)

NORFOLK INTL

NOTES: **Rwy 5,** mobile crane 4091' from departure end of runway, 1249' right of centerline, 150' AGL/163' MSL. Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL, obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL. **Rwy 14,** tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL. **Rwy 23,** rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. **Rwy 32,** multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

Rwy 28: 300-1½*

* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300.

TAKE-OFF OBSTACLES: **Rwy 10:** Trees with a maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48' MSL.

OAKLAND, MD

GARRETT COUNTY (2G4)

ORIG 08101 (FAA)

NOTE: **Rwy 9,** Multiple trees beginning 75' from departure end of runway, 94' left of centerline, up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway, 47' right of centerline, up to 100' AGL/2939' MSL. **Rwy 27,** Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: **Rwys 2, 32**, 400-2 or std. with a min. climb of 260' per NM to 500.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

VIRGINIA BEACH, VA. 07214

TAKE-OFF OBSTACLES: **Rwy 5L**, Trees 3706' from DER, 97' right of centerline, 115' MSL. **Rwy 5R**, Trees 3706' from DER, 603' left of centerline, 115' MSL.

ORANGE, VA

ORANGE COUNTY

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1500 before turning.

PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)

PATUXENT RIVER, MD 09267

Rwy 6, Obstacle identification surface begins 15' above DER.

Rwy 14, Obstacle identification surface begins 35' above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: **Rwy 6,** Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. **Rwy 14,** Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline. Trees 43' AGL/59' MSL, 520' from DER, 637' right of centerline. **Rwy 20,** Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline. Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of centerline. **Rwy 24,** 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline. Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

PETERSBURG, VA

DINWIDDIE COUNTY (PTB)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 32, 14,** NA-obstacles.

NOTE: **Rwy 5,** numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGL/254' MSL. Fence 161' from departure end of runway, 472' right of centerline, 7' AGL/196' MSL. Tree 1031' from departure end of runway, 690' right of centerline, 57' AGL/256' MSL. **Rwy 23,** numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway, 476' left of centerline, 10' AGL/199' MSL. Numerous trees beginning 819' from departure end of runway, 528' left of centerline, up to 72' AGL/281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD . . 07270

TAKE-OFF OBSTACLES: **Rwy 4**, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL. **Rwy 22**, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL. Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA 09295

Diverse departures not authorized.

Rwy 2, 400-2½*

Rwy 20, 300-1¼**

* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

** Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400.

DEPARTURE PROCEDURE: **Rwy 2,** Climbing right turn to 2000 direct BRV VORTAC or to assigned heading for radar vectors. **Rwy 20,** Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: **Rwy 2,** Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline. Multiple smokestacks up to 397' MSL, 2 NM from DER, 4175' right of centerline. **Rwy 20,** Terrain 27' MSL, starting 347' from DER, 192' right of centerline. Trees 34' AGL/213' MSL, 5749' from DER, 1878' right of centerline.

QUINTON, VA

NEW KENT COUNTY

NOTE: **Rwy 10,** trees beginning 358' from departure end of runway, 6' left of centerline, up to 100' AGL/169' MSL. Trees beginning 994' from departure end of runway, 602' right of centerline, up to 100' AGL/209' MSL. Trees beginning 1396' from departure end of runway, 389' left of centerline, up to 100' AGL/209' MSL. Trees beginning 3422' from departure end of runway, left and right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 345' from departure end of runway, 296' right of centerline, up to 100' AGL/209' MSL. Trees beginning 367' from departure end of runway, 527' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2134' from departure end of runway, left and right of centerline, 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1 or std. with a min. climb of 430' per NM to 3000. **Rwy 25,** 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 7,** climb runway heading to 4700 before proceeding southbound. **Rwy 25,** climb runway heading to 4100 before proceeding southbound.

RICHMOND, VA

CHESTERFIELD COUNTY

TAKE-OFF MINIMUMS: **Rwy 15,** 800-1 or std. with a min. climb of 280' per NM to 1200. **Rwy 33**, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 15,** climb runway heading to 1200' before proceeding on course. **Rwy 33**, climb runway heading to 1700' before proceeding on course.

NOTE: **Rwy 15,** 18' AGL pole 1315' from departure end of runway, 304' left of centerline. **Rwy 33,** 84' AGL tree 2399' from departure end of runway, 84' left of centerline.

RICHMOND INTL

NOTE: **Rwy 2,** cross departure end of runway at or above 30' AGL/195' MSL. **Rwy 7,** cross departure end of runway at or above 34' AGL/223' MSL. **Rwy 16,** cross departure end of runway at or above 22' AGL/183' MSL. **Rwy 20,** cross departure end of runway at or above 35' AGL/193' MSL. **Rwy 25,** cross departure end of runway at or above 20' AGL/176' MSL. **Rwy 34,** cross departure end of runway at or above 10' AGL/177' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: **Rwy 16,** treees beginning 48' from DER, 479' left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to 36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298' MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL. **Rwy 34,** road and trees beginning 149' from DER, 345' right of centerline, up to 47' AGL/247' MSL. Road and trees beginning 410' from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL. Trees beginning 2714' from DER, 487' right of centerline, up to 104' AGL/304' MSL.

RIDGELY, MD

RIDGELY AIRPARK

NOTE: **Rwy 12,** multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100' AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 33**, NA - obstacles. **Rwy 24,** std. w/ min. climb of 216' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 154° to intercept the ROA VORTAC R-122 to 4000 before proceeding on course. **Rwy 24**, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: **Rwy 15,** trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL. **Rwy 24,** bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL. Tree 150' from departure end of runway, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

ORIG 07354 (FAA)

NOTE: **Rwy 5,** trees and antennas beginning 961' from departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. **Rwy 23,** trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118' MSL. Trees and antenna beginning 774' from departure end of runway, 303' right of centerline, up to 76' AGL/127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. **Rwy 32,** trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79' AGL/128' MSL.

SALUDA, VA

HUMMEL FIELD

DEPARTURE PROCEDURE: **Rwys 1, 19**, climb runway heading to 1000 before turning on course.

NOTE: **Rwy 1,** 23' AGL tree left of departure end of runway, 65' AGL tree 663' from departure end of runway, 129' left of centerline. **Rwy 19,** 26' AGL tree 237' from departure end of runway, 116' right of centerline.

SOUTH BOSTON, VA

WILLIAM M. TUCK

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1. **Rwys 5, 23,** NA.

NOTE: **Rwy 1,** 72' AGL tower 324' from departure end of runway, 283' left of runway centerline.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 250' per NM to 1000. **Rwy 19,** 300-1 or std. with a min. climb of 370' per NM to 1000'

DEPARTURE PROCEDURE: **Rwys 1,19,** climb runway heading to 1000 before proceeding on course.

STAFFORD, VA

STAFFORD RGNL

DEPARTURE PROCEDURE: **Rwy 15,** climbing left turn to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. **Rwy 33,** climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: **Rwy 33,** cross departure end of runway at or above 34' AGL/246' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)

AMDT 6 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions. **Rwy 23,** standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. **Rwy 23**, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

NOTE: **Rwy 5,** trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL. **Rwy 23,** tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE

TAKE-OFF MINIMUMS: **Rwy 29,** 500-3 or std. w/ min. climb of 317' per NM to 800.

NOTE: **Rwy 11,** road 354' from departure end of runway, on centerline, 17' AGL/35' MSL. Multiple trees beginning 1471' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. Multiple trees beginning 1485' from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. **Rwy 29,** twin bridges 2.25 NM from departure end of runway, 2767' right of centerline, 410' AGL/410' MSL.

SUFFOLK, VA

SUFFOLK EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 7, 22,** 300-1. **Rwy 25,** 300-1 or std. w/ a min. climb o f260' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200' /NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 4,** trees 1050' from departure end of runway, 250' left of centerline, up to 100' AGL/169' MSL. Trees 1076' from departure end of runway, 105' left of centerline, up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169' MSL. Powerline 3056' from departure end of runway, 524' right of centerline, 105' AGL/174' MSL. **Rwy 7,** trees 1143' from departure end of runway, 688' left of centerline, up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169' MSL. Powerline 2176' from departure end of runway, 259' left of centerline, 105' AGL/169' MSL. Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. **Rwy 22,** road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to100' AGL/169' MSL. Trees 3595' from departure end of runway, 792' right of centerline, up to 100' AGL/174' MSL. **Rwy 25,** road 198' from departure end of runway, 33' right of centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169' MSL. Trees 3258' from departure end of runway, 57' right of centerline, up to 100' AGL/174' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

ORIG 09015 (FAA)

NOTE: **Rwy 2,** vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL. Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. **Rwy 20,** buildings beginning 7' from departure end of runway, 206' left of centerline, 45' AGL/50' MSL. Rock wall at departure end of runway, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 303' per NM to 500. **Rwy 28,** 300-1 or std. w/ min. climb of 366' per NM to 500.

NOTE: **Rwy 10,** terrain 6' from departure end of runway, 20' left of centerline, up to 135' MSL. Terrain 29' from departure end of runway, 281' left of centerline, up to 139' MSL. **Rwy 28,** terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL.

09295

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: **Rwy 4,** trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. **Rwy 10,** trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL. **Rwy 17,** trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL. **Rwy 28,** trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL. **Rwy 35,** trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: **Rwy 15,** trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL. Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL. Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. **Rwy 33,** trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL

TAKE-OFF MINIMUMS: **Rwy 22,** 400-2½ or std. with a min. climb of 210' per NM to 500. **Rwy 33**, 700-3 or std. with a min. climb of 260' per NM to 700. **Rwy 1**, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 1**, left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned. **Rwy 19,** climb heading 184° to 500 before turning right. **Rwy 33,** intercept DCA R-328. Climb to 5000 or as assigned.

NOTE: **Prohibited area, P-56, 1.5 NM north of airport.**

WASHINGTON DULLES INTL (IAD)

AMDT 1 08325 (FAA)

NOTE: **Rwy 1L,** tower 1918' from departure end of runway, 680' left of centerline, 56' AGL/330' MSL. **Rwy 1C,** tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL. **Rwy 1R,** post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL. **Rwy 12,** tree 520' from departure end of runway, 604' left of centerline, 28' AGL/307' MSL.

Rwy 30, trees beginning 161' from departure end of runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway, 600' right of centerline, up to 64' AGL/383' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** multiple trees beginning 86' from departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 28,** multiple trees beginning 33' from departure end of runway, left and right of centerline, up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B. POAGE FIELD

TAKE-OFF MINIMUMS: **Rwy 16**, 400-1 or std. with a min. climb of 210' per NM to 1300. **Rwy 34,** 300-1 or std. with a min. climb of 320' per NM to 1000.

NOTE: **Rwy 16,** 87' AGL trees 644' from departure end of runway. **Rwy 34,** 102' AGL trees 116' from departure end of runway, 220' right of centerline.

CLEARVIEW AIRPARK (2W2)

ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

NOTE: **Rwy 14,** vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL. Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL. **Rwy 32,** vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

09295

WILMINGTON, DE

NEW CASTLE

TAKE-OFF MINIMUMS: **Rwy 19,** 300-1 or std. w/ min. climb of 266' per NM to 300.

NOTE: **Rwy 1,** multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGL/120' MSL, tree 1219' from departure end of runway, 482' right of centerline, 57' AGL/118' MSL, bush 118' from departure end of runway, 385' left of centerline, 4' AGL/65' MSL. **Rwy 9,** multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway, 66' left of centerline, 53' AGL/124' MSL, light pole 948' from departure end of runway, 596' right of centerline, 44' AGL/115' MSL, tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway, 457' left of centerline, 29' AGL/100' MSL. **Rwy 14,** obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL, rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL. **Rwy 19,** antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway, 850' right of centerline, 45' AGL/120' MSL, obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. **Rwy 27,** tree 697' from departure end of runway, 533' left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway, 584' right of centerline, 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL, bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. **Rwy 32,** tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: **Rwy 32,** 800-2 or std. with a min. climb of 210' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 32,** climb runway heading to 1700 before turning on course.

WISE, VA

LONESOME PINE

TAKE-OFF MINIMUMS: **Rwy 24,** 1800-3 or std. with a min. climb of 400' per NM to 4700.

DEPARTURE PROCEDURE: **Rwy 6,** climb on runway heading to 3800 before proceeding on course.

Rwy 24, climb on runway heading to 4500 before proceeding on course.

LOC/DME I-VJI	APP CRS	Rwy Idg	4471
108.3	241°	TDZE	2087
Chan 20		Apt Elev	2087

LOC RWY 24

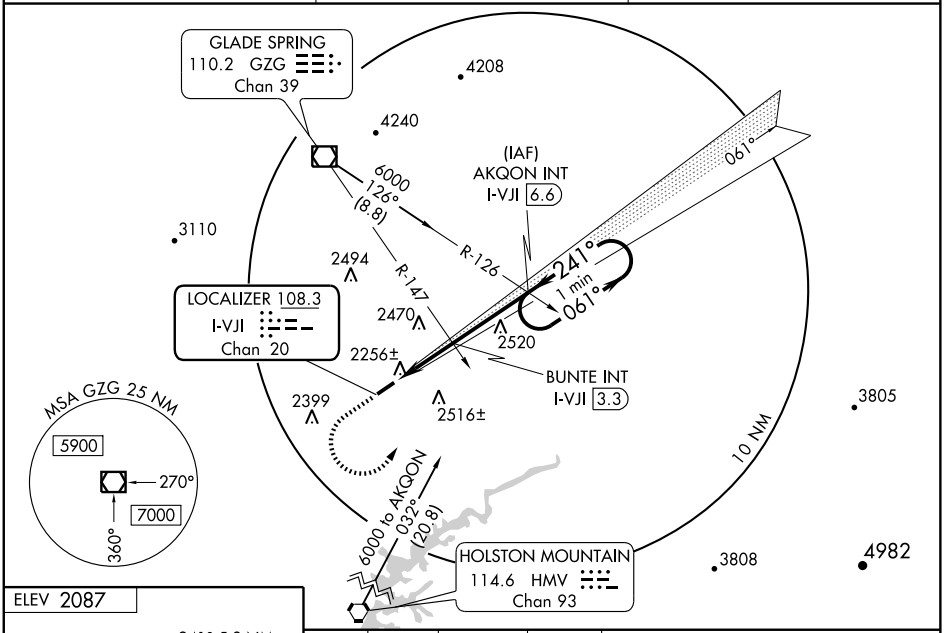
ABINGDON / VIRGINIA HIGHLANDS (VJI)

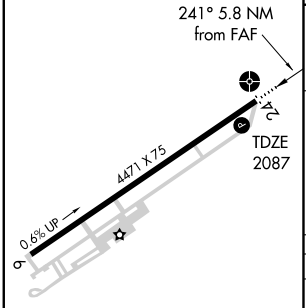
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase S-24 and Circling Cat. A visibility ¼ mile. S-24 and Circling Cat. C and D visibility ½ mile. Increase BUNTE FIX minimums S-24 Cats. C and D and Circling Cat. A visibility ¼ mile, and Circling Cat. C and D visibility ½ mile.

ODALS

MISSED APPROACH: Climb to 2900 then climbing left turn to 4300 via heading 030° and I-VJI NE course to AKQON INT/I-VJI 6.6 DME and hold.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L

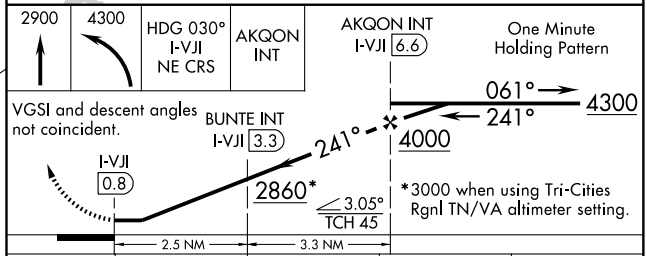




MIRL Rwy 6-24 L

REIL Rwy 24 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-24	2860-1 *773 (800-1)*	2860-1¼ *773 (800-1¼)*	2860-2¼ *773 (800-2¼)*	2860-2½ *773 (800-2½)*
CIRCLING	2860-1 *773 (800-1)*	2860-1¼ *773 (800-1¼)*	2860-2¼ *773 (800-2¼)*	2860-2½ *773 (800-2½)*
BUNTE FIX MINIMUMS				
S-24	2520-1 *433 (500-1)*		2520-1¼ *433 (500-1¼)*	2520-1½ *433 (500-1½)*
CIRCLING	2860-1 *773 (800-1)*	2860-1¼ *773 (800-1¼)*	2860-2¼ *773 (800-2¼)*	2860-2½ *773 (800-2½)*

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS CH 82411 W06A	APP CRS 061°	Rwy Idg 4471 TDZE 2068 Apt Elev 2087

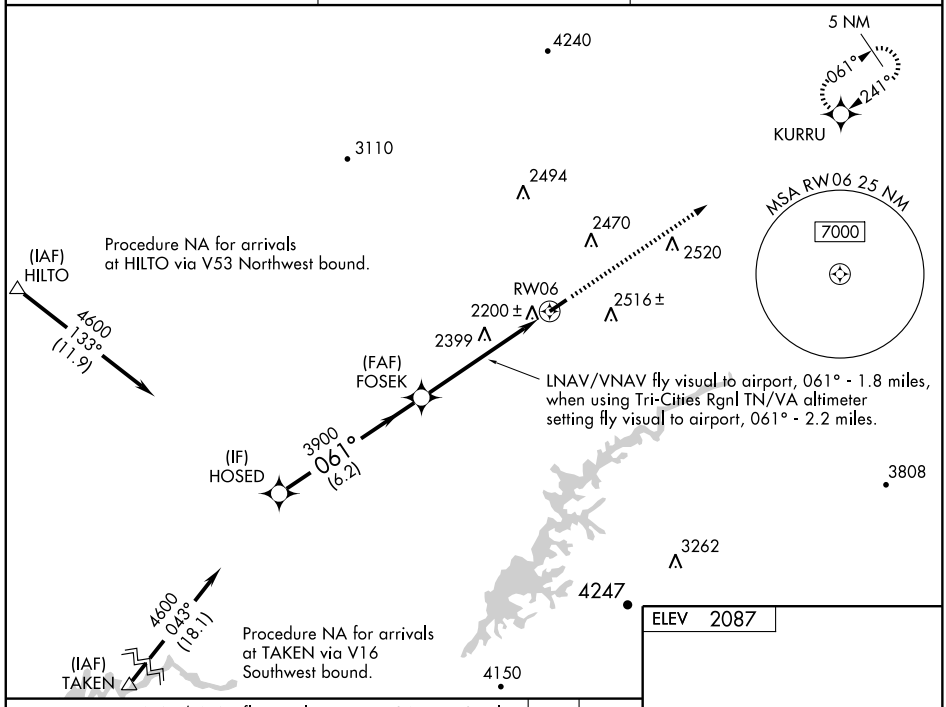
RNAV (GPS) RWY 6

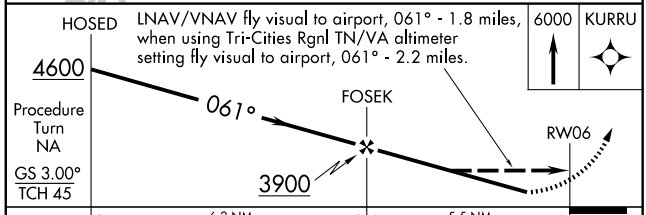
ABINGDON / VIRGINIA HIGHLANDS (VJI)

Baro-VNAV NA when using Tri-Cities Rgnl TN/VA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all DA 131 feet and all MDA 140 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats. C and D visibility ½ mile, increase LNAV/VNAV Cat. D and Circling Cat. A visibility ¼ mile.

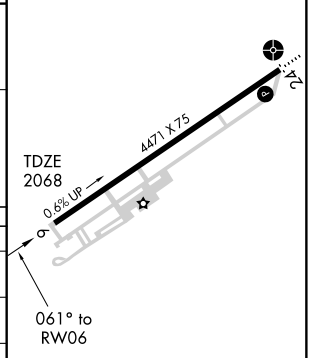
MISSED APPROACH: Climb to 6000 direct KURRU and hold, continue climb-in-hold to 6000.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2436-1¼ 368 (400-1¼)			
LNAV/VNAV DA	2669-2 601 (600-2)			
LNAV MDA	2660-1 592 (600-1)		2660-1½ 592 (600-1½)	2660-1¾ 592 (600-1¾)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)



MIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4471
241°	TDZE	2087
	Apt Elev	2087

RNAV (GPS) RWY 24

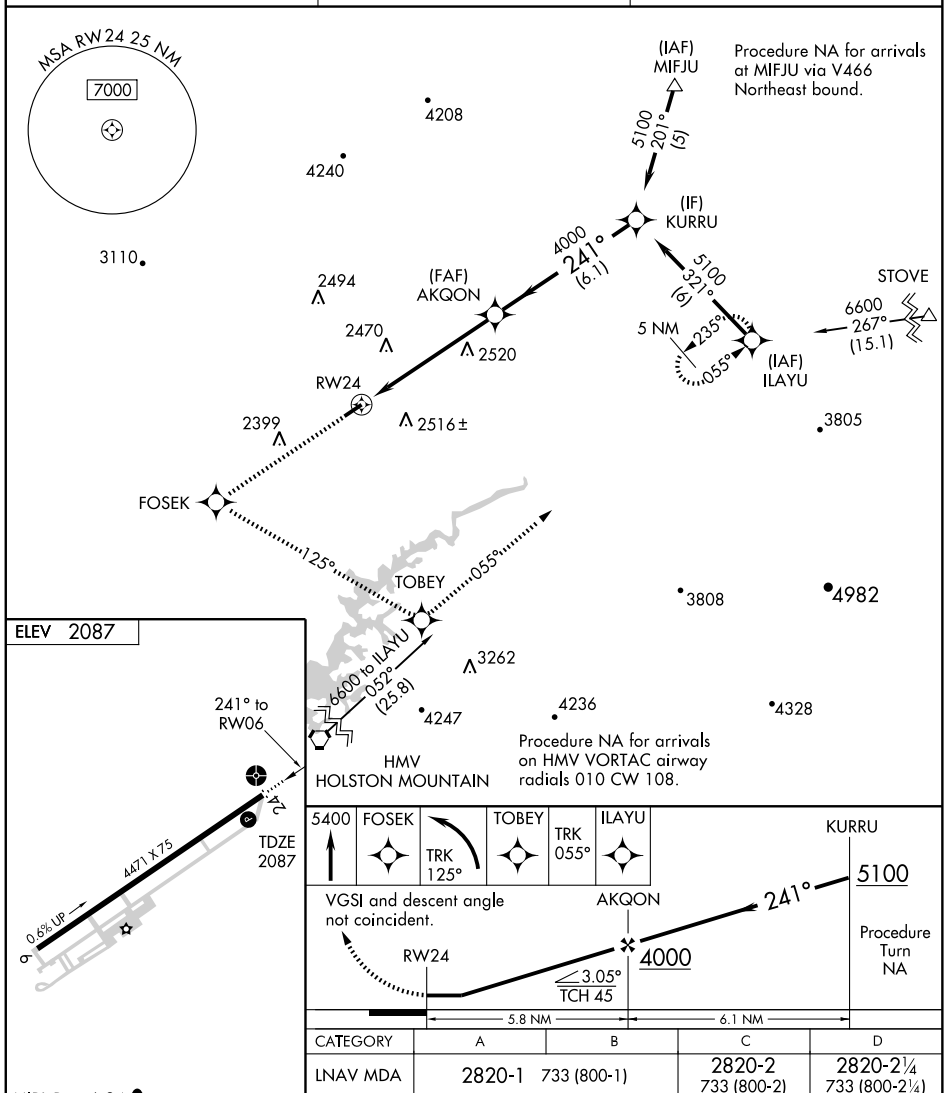
ABINGDON / VIRGINIA HIGHLANDS (VJI)

Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase LNAV Cat. B and Circling Cat. A visibility ¼ mile, increase LNAV and Circling Cat. C/D visibility ½ mile.

ODALS

MISSED APPROACH: Climb to 5400 direct FOSEK and left turn via track 125° to TOBEY and via track 055° to ILAYU and hold.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	2820-1	733 (800-1)	2820-2 733 (800-2)	2820-2¼ 733 (800-2¼)
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

MIRL Rwy 6-24 L

REIL Rwy 24 L

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC HMV	APP CRS	Rwy Idg	N/A
114.6	021°	TDZE	N/A
Chan 93		Apt Elev	2087

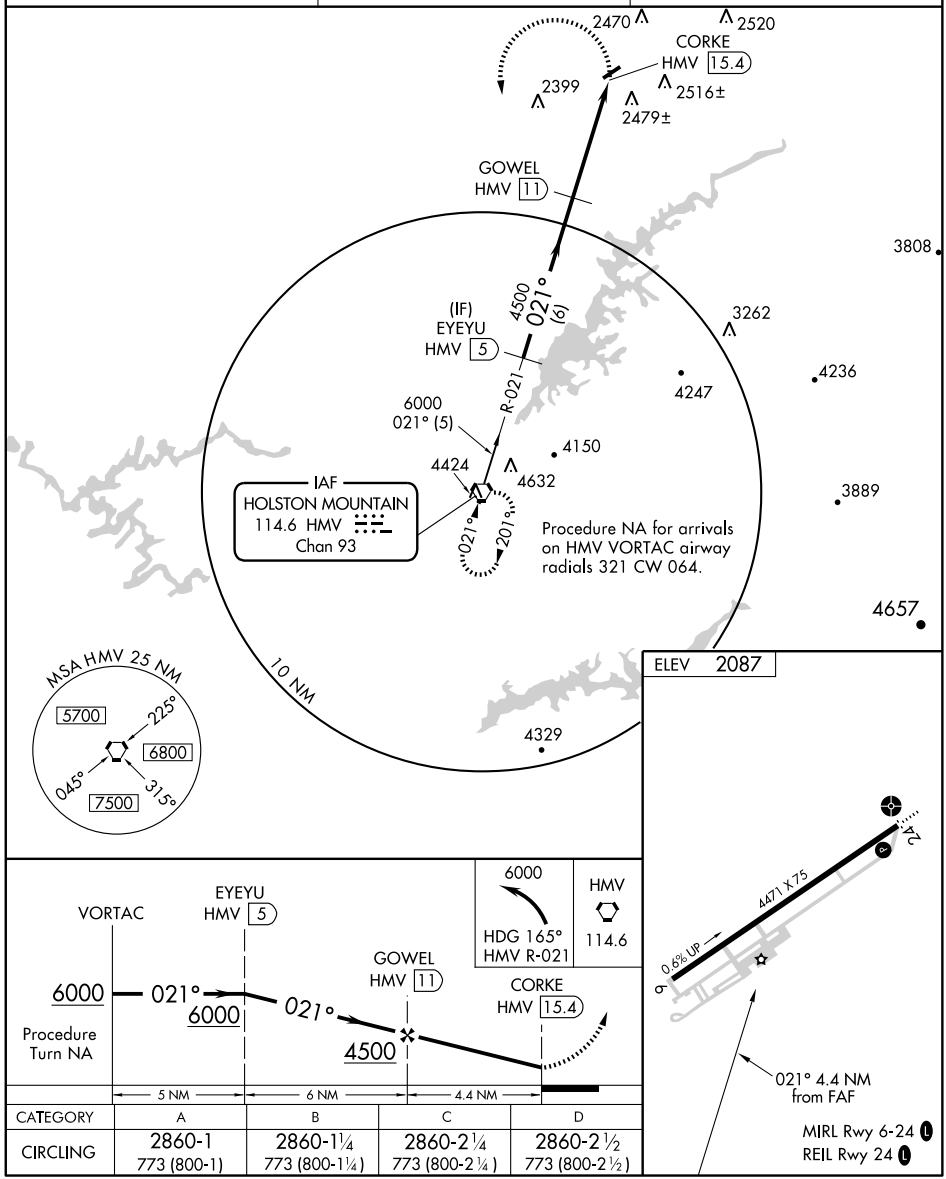
VOR/DME-B

ABINGDON / VIRGINIA HIGHLANDS (VJI)

When local altimeter setting not received; use Tri-Cities Rgnl TN/VA altimeter setting and increase all MDA 140 feet; increase Cat. A visibility ¼ mile, Cats. C and D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 6000 via heading 165° and HMV R-021 to HMV VORTAC and hold.

AWOS-3	TRI-CITY APP CON	UNICOM
128.125	128.67 349.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2860-1 773 (800-1)	2860-1¼ 773 (800-1¼)	2860-2¼ 773 (800-2¼)	2860-2½ 773 (800-2½)

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-BCB	APP CRS	Rwy Idg	4539
109.1	123°	TDZE	2113
Chan 28		Apt Elev	2132

LOC/DME RWY 12

BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

▼ NA — Inoperative table does not apply. When VGSI inop, procedure NA at night.

ODALS

MISSED APPROACH: Climb to 2700 then climbing right turn to 6000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L

MSA TEC 25 NM 5700

GREENBRIER 116.05 LWB Chan 107 (Y)

R-210 (IAF) ZOOMS 4073

6000 NoPT 210° (10.5) 3956

Procedures NA for arrivals at ZOOMS via V-140 northeast bound.

ROANOKE 109.4 ROA Chan 31 3670

4080 4210 3797 4361

(IF/IAF) PATDA INT I-BCB 14.3

R-210 303° 123° 1 min 303° 123° (3.2) 5200 123° (4.7) 4200

R-271 6100 271° (28.5)

Use of ROA R-271 and LWB R-210 may be required to locate PATDA.

4328

JUBOP I-BCB 11.1

IGFIL I-BCB 6.5

CIYAS I-BCB 3.7

TECH 368 TEC 3010

2286 2310± 2201± 2609

6000 to PATDA 303° (14)

6000 to TEC 305° (19.5) 3986 TABER

10 NM

LOCALIZER 109.1 I-BCB Chan 28

PULASKI 116.8 PSK Chan 115

6000 016° (13.7) 018° 198° R-198

ELEV 2132

123° 5.7 NM from FAF

2239±

12

0.4% UP

4539 X 100

TDZE 2113

30

One Minute Holding Pattern

PATDA INT I-BCB 14.3

JUBOP I-BCB 11.1

IGFIL I-BCB 6.5

CIYAS I-BCB 3.7

I-BCB 0.8

303° 123° 6000 5200 123° 4200 3200 3.39° TCH 45

VGSI and descent angles not coincident.

3.2 NM 4.7 NM 2.8 NM 2.9 NM

2700	6000	PSK
		116.8

CATEGORY	A	B	C	D
S-12	2460-1 347 (400-1)			NA
CIRCLING	2800-1 668 (700-1)		2800-1¾ 668 (700-1¾)	NA

REIL Rwy 30 L
MIRL Rwy 12-30 L

NE-3, 22 OCT 2009 to 19 NOV 2009

NDB TEC	APP CRS	Rwy Idg	N/A
368	069°	TDZE	N/A
		Apt Elev	2132

NDB-A

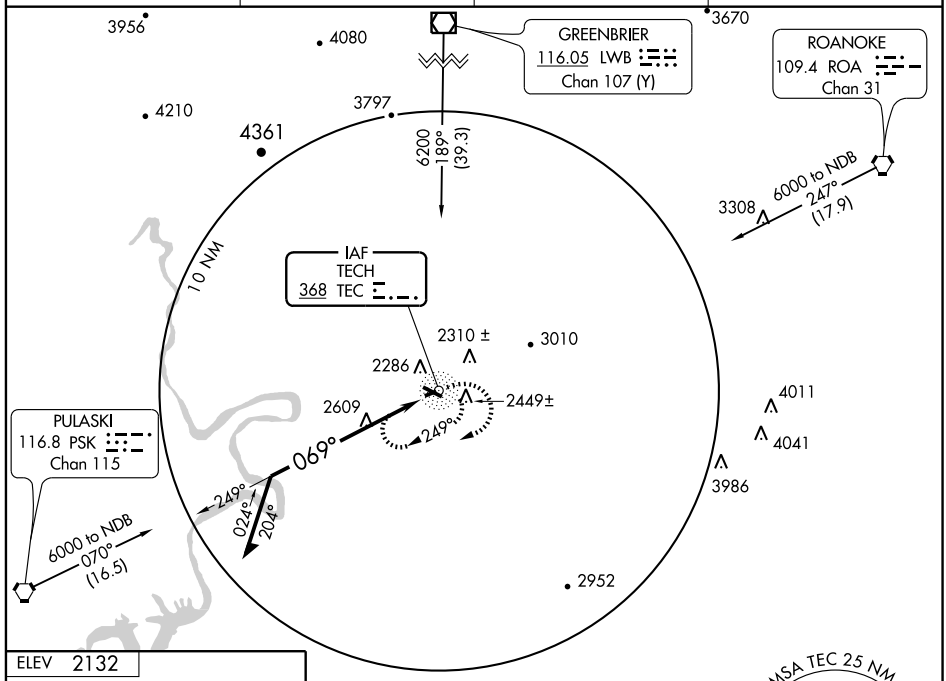
BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

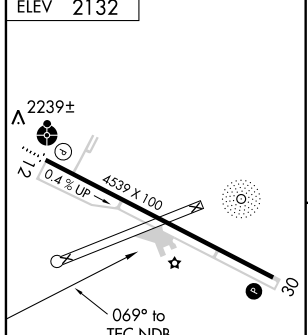
T
NA

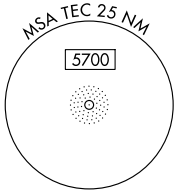
When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet.

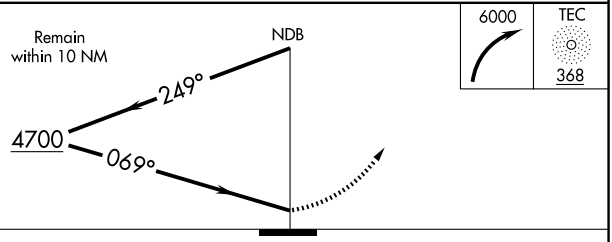
MISSED APPROACH: Climbing right turn to 6000 in TEC NDB holding pattern.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	3200-1¼ 1068 (1100-1¼)	3200-1½ 1068 (1100-1½)	3200-3 1068 (1100-3)	NA

REIL Rwy 30 L
MIRL Rwy 12-30 L

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	4539
CH 86712	123°	TDZE	2113
W12A		Apt Elev	2132

RNAV (GPS) RWY 12

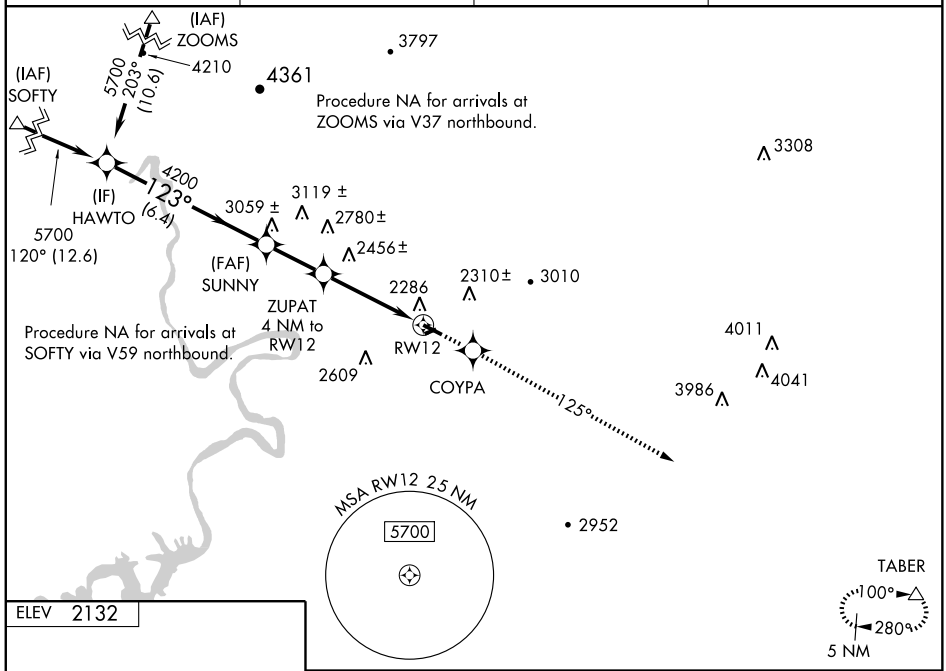
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

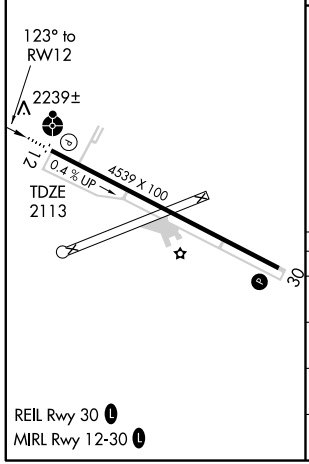
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dublin altimeter setting and increase all DA/MDA 40 feet. Increase LNAV and Circling Cat C visibility ¼ mile.

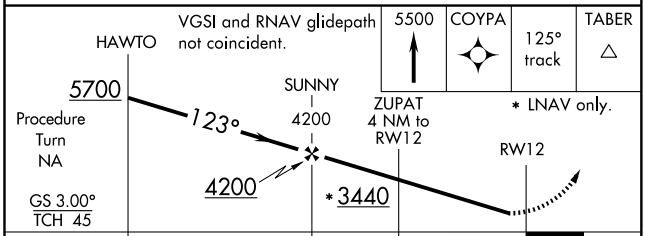
ODALS

MISSED APPROACH: Climb to 5500 direct COYPA and via 125° track to TABER and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2506-1½ 393 (400-1½)			NA
LNAV/VNAV DA	2586-1¾ 473 (500-1¾)			NA
LNAV MDA	2700-1 587 (600-1)		2700-1½ 587 (600-1½)	NA
CIRCLING	2800-1 668 (700-1)		2800-1¾ 668 (700-1¾)	NA

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4539
303°	TDZE	2132
	Apt Elev	2132

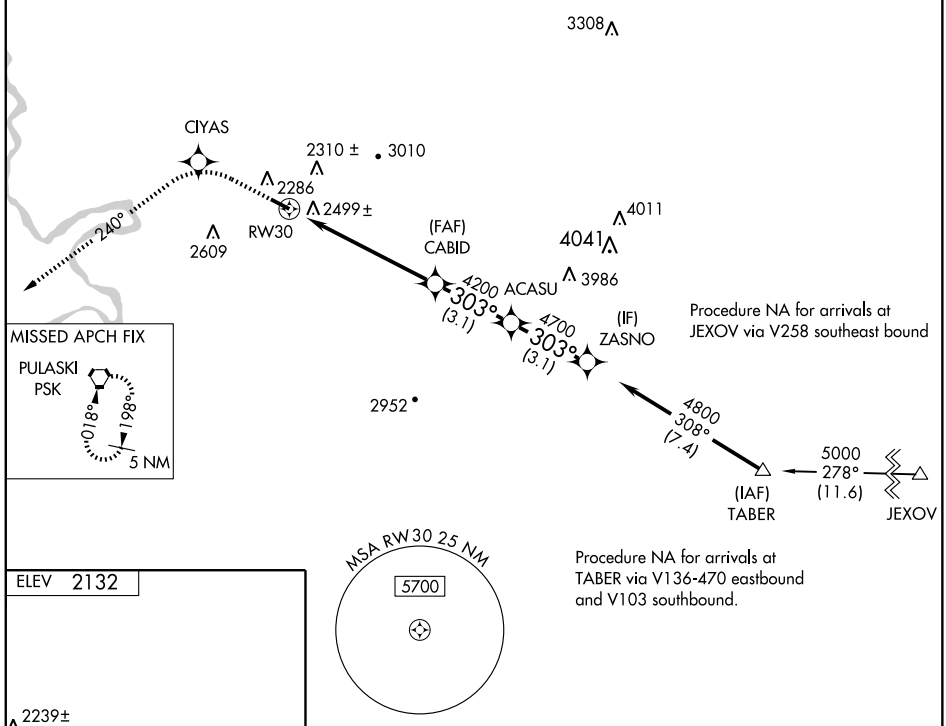
RNAV (GPS) RWY 30

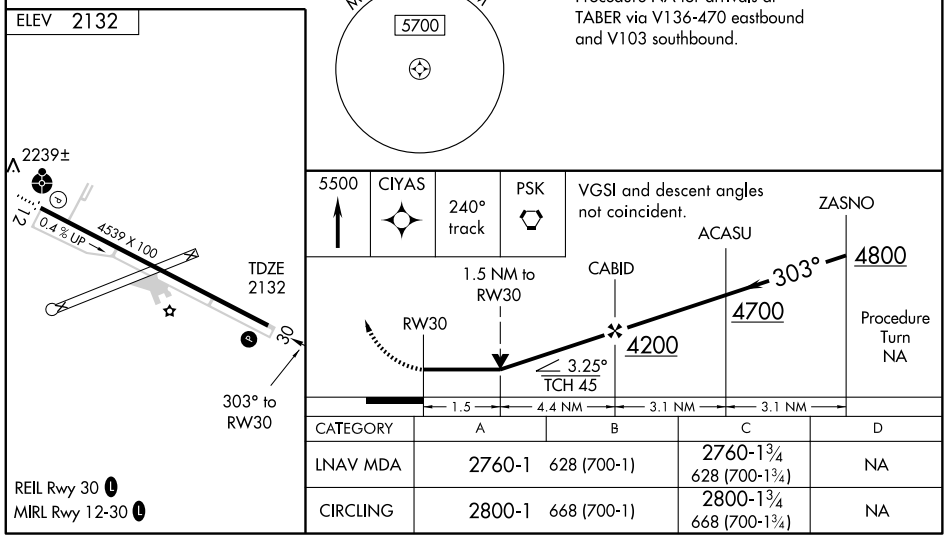
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.
VDP NA when using Dublin altimeter setting.

MISSED APPROACH: Climb to 5500 direct CIYAS and via 240° track to PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2760-1	628 (700-1)	2760-1¾ 628 (700-1¾)	NA
CIRCLING	2800-1	668 (700-1)	2800-1¾ 668 (700-1¾)	NA

NE-3, 22 OCT 2009 to 19 NOV 2009

(SETHY2.SETHY) 09239

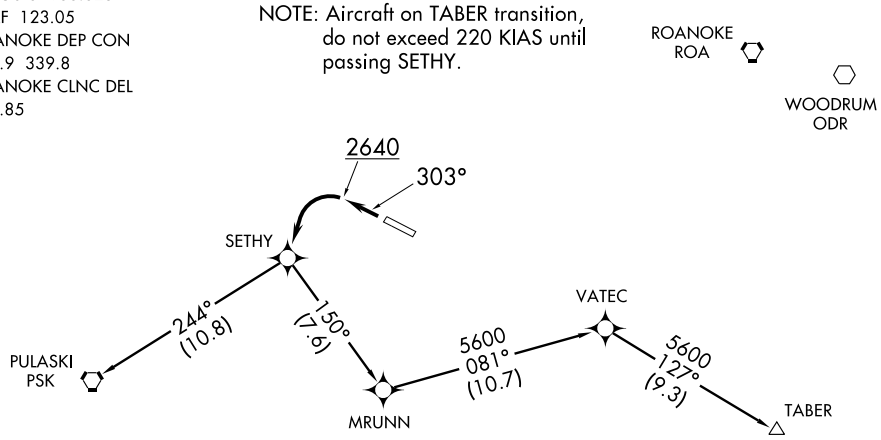
BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

SETHY TWO DEPARTURE (RNAV)

BLACKSBURG, VIRGINIA

AWOS-3 133.325
CTAF 123.05
ROANOKE DEP CON
126.9 339.8
ROANOKE CLNC DEL
124.85

NOTE: Aircraft on TABER transition, do not exceed 220 KIAS until passing SETHY.



NOTE: GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 30:
Trees beginning 90' from DER, 461' left of centerline, up to 46' AGL/2140' MSL.
Fence and OL pole beginning 546' from DER, 161' left of centerline, up to 12' AGL/2139' MSL.
Vehicle on road beginning 567' from DER, 310' left of centerline, up to 24' AGL/2137' MSL.
Trees beginning 2080' from DER, 788' left of centerline, up to 100' AGL/2201' MSL.
Fence 861' from DER, 52' right of centerline, up to 12' AGL/2135' MSL.
Trees beginning 539' from DER, 326' right of centerline, up to 40' AGL/2153' MSL.
Trees beginning 1328' from DER, 117' right of centerline, up to 100' AGL/2182' MSL.
Terrain beginning 330' from DER, 366' right of centerline, up to 2138' MSL.
Pole and antenna beginning 1149' from DER, 391' right of centerline, up to 40' AGL/2151' MSL.

TAKE-OFF MINIMUMS

Rwy 12: NA-ATC.
Rwy 30: Standard with minimum climb of 300' per NM to 2640.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 30: Climb heading 303° to 2640, then left turn direct SETHY, Thence . . . .

. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

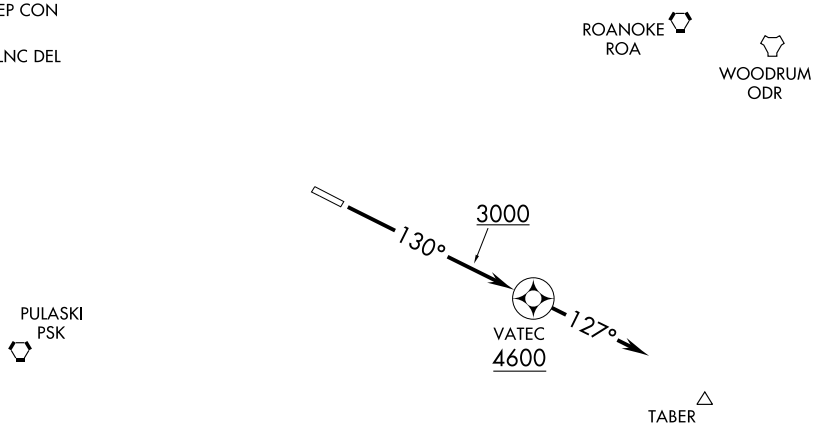
PULASKI TRANSITION (SETHY2.PSK)
TABER TRANSITION (SETHY2.TABER)

(VATEC1.VATEC) 09183

VATEC ONE DEPARTURE (RNAV)

BLACKSBURG/ VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)
BLACKSBURG, VIRGINIA

AWOS-3 133.325
CTAF 123.05
ROANOKE DEP CON
126.9 339.8
ROANOKE CLNC DEL
124.85



NOTE: GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: When in RADAR contact expect vectors to filed/assigned route.

TAKE-OFF OBSTACLES

Rwy 12: Bushes and trees beginning 275′ from DER, 154′ left of centerline, up to 100′ AGL/2239′ MSL. Trees beginning 5108′ from DER, 1363′ left of centerline, up to 100′ AGL/2499′ MSL. Trees beginning 3165′ from DER, 1324′ right of centerline, up to 100′ AGL/2279′ MSL.

TAKE-OFF MINIMUMS

Rwy 30: NA-ATC.
Rwy 12: 400-1¼ with minimum climb of 250′ per NM to 4600 or standard with minimum climb of 563′ per NM to 3000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 12: Climb heading 130° to 3000, then direct VATEC, then fly heading 127° for radar vectors, Thence . . . .

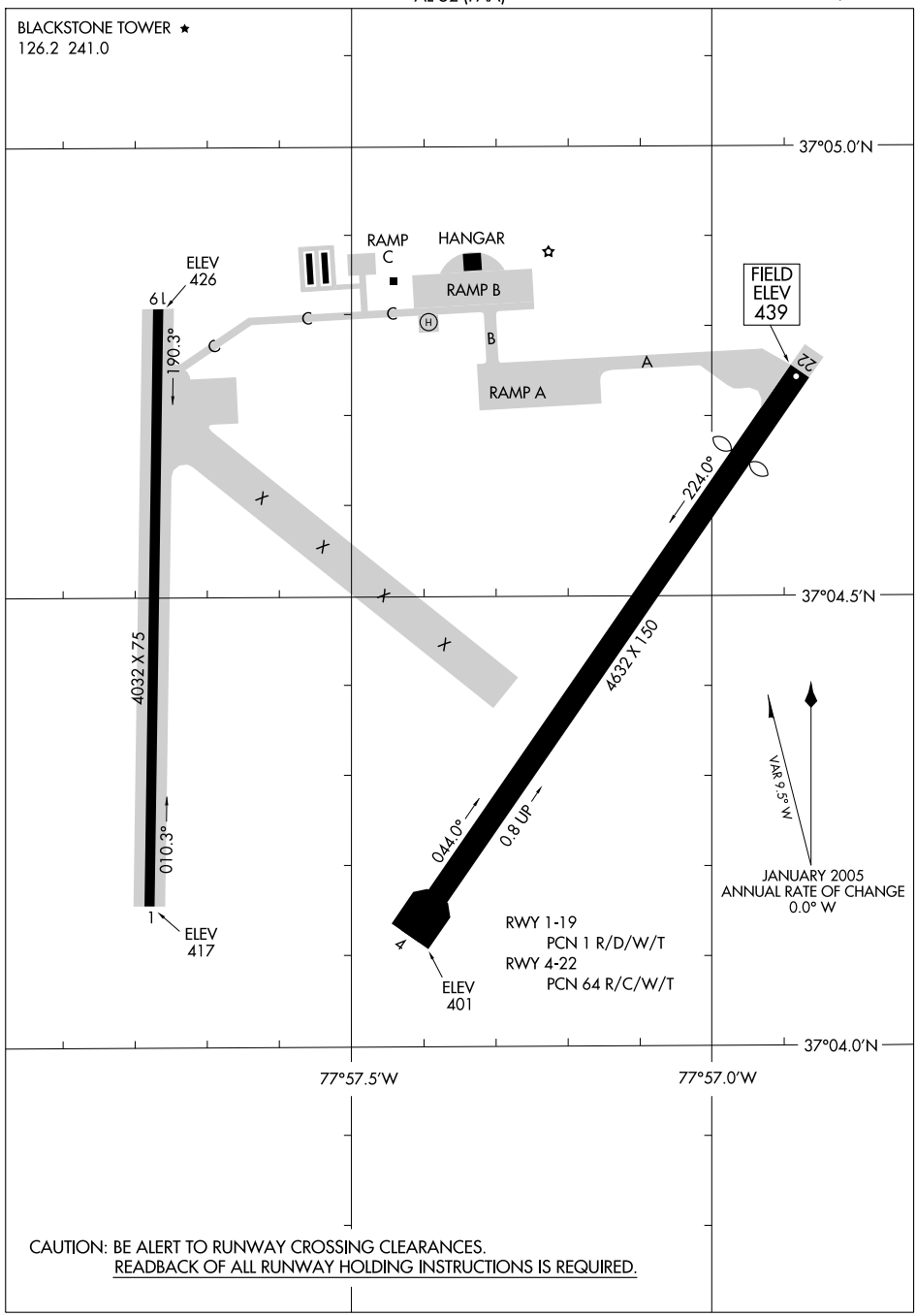
. . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

NE-3, 22 OCT 2009 to 19 NOV 2009

09015

AIRPORT DIAGRAM

BLACKSTONE/ALLEN C. PERKINSON/BAAF (BKT)
BLACKSTONE, VIRGINIA
AL-52 (FAA)



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 22 OCT 2009 to 19 NOV 2009

NDB-B

NDB BKT	APCH CRS	Rwy Idg / TDZE / Arpt Elev
326	135°	NA / NA / 439

AL-52 [USA]

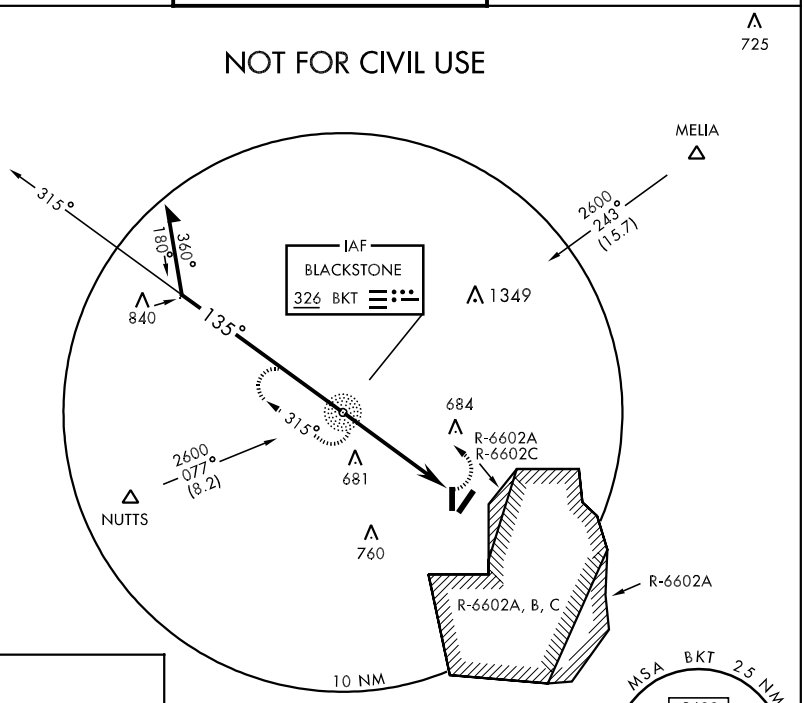
BLACKSTONE/
ALLEN C. PERKINSON BAAF (BKT)

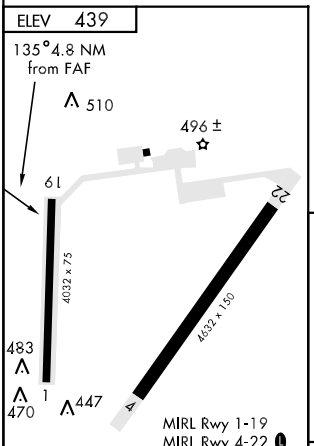
* Circling not authorized East of Rwy 4-22.
Use Mecklenburg-Brunswick Regional altimeter setting.

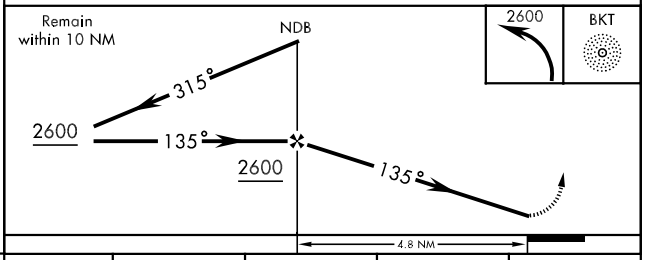
MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

WASHINGTON CENTER	BLACKSTONE TOWER	UNICOM
118.75 353.9	126.2 241.0	122.95 (CTAF)

NOT FOR CIVIL USE







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
CIRCLING *	1040-1 601	(700-1)	1040-1¾ 601 (700-1¾)	1040-2 601 (700-2)

NDB BKT	APP CRS	Rwy Idg	N/A
326	135°	TDZE	N/A
		Apt Elev	439

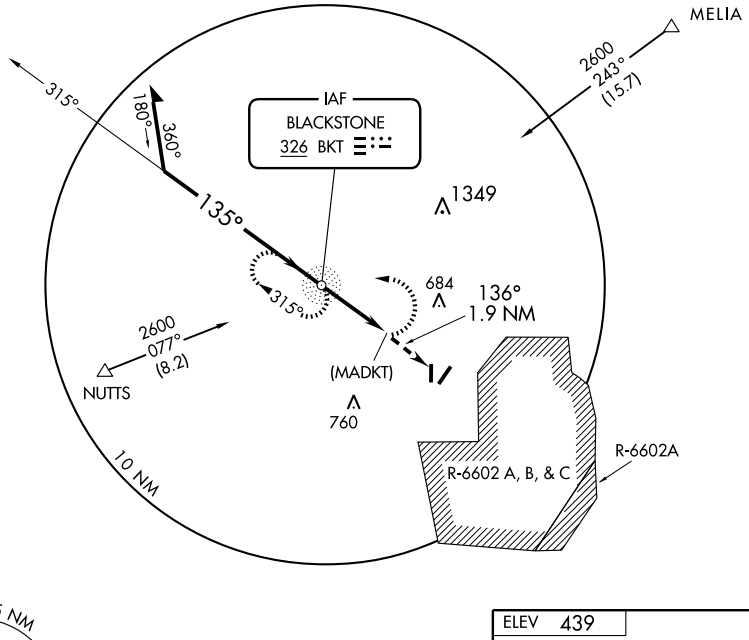
NDB or GPS-A

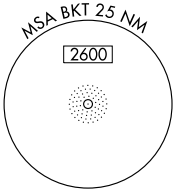
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

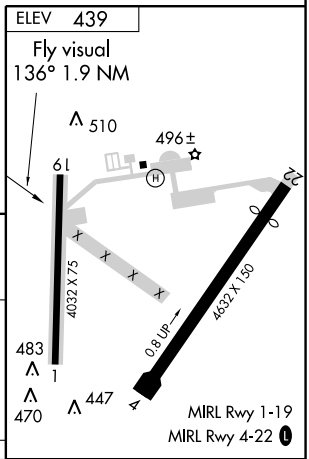
Use Mecklenburg-Brunswick Rgnl altimeter setting.
NA Circling not authorized east of Rwy 4-22.
Fly visual to airport, 136° - 1.9 NM.

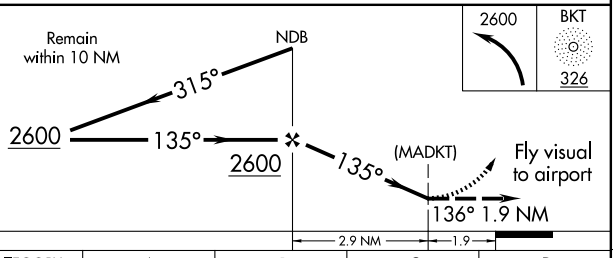
MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold.

WASHINGTON CENTER	BLACKSTONE TOWER *	CTAF
118.75 353.9	126.2 241.0	122.95









CATEGORY	A	B	C	D
CIRCLING	1100-2¼ 661 (700-2¼)			NA

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4632
058°	TDZE	429
	Apt Elev	439

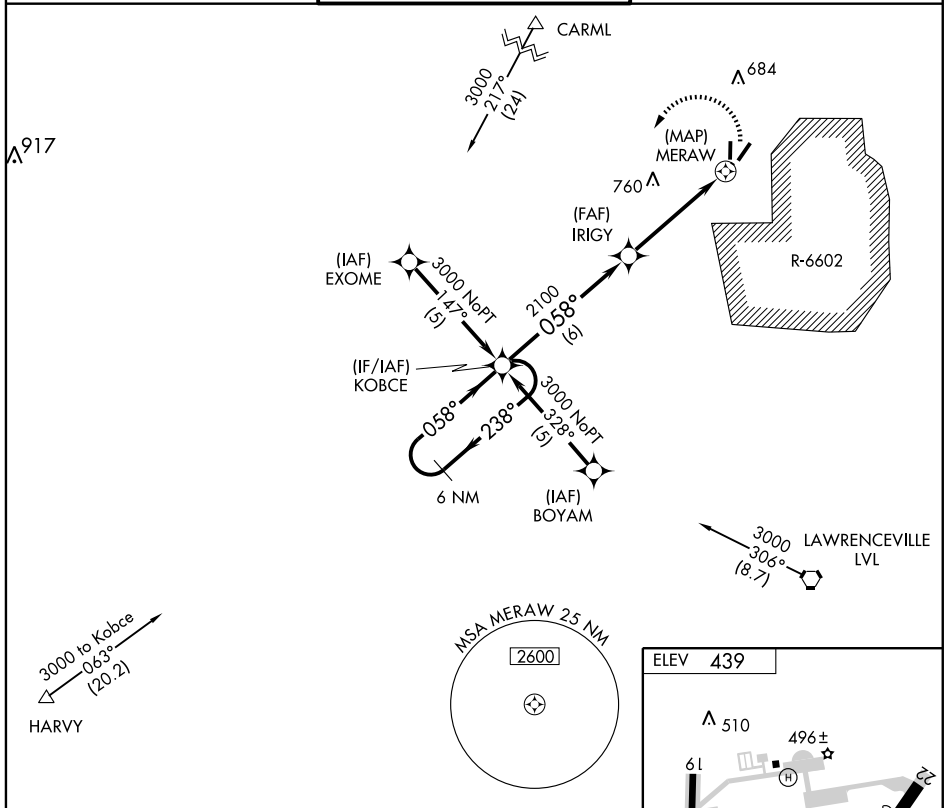
RNAV (GPS) RWY 4

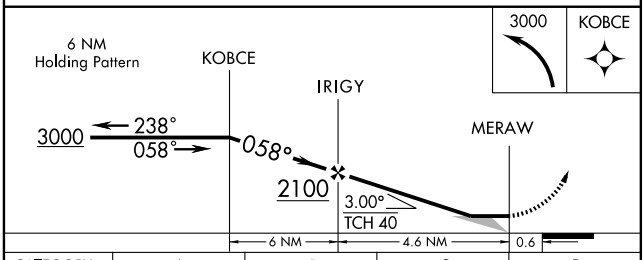
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

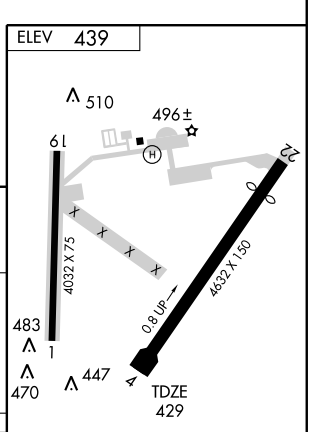
Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct KOBCE and hold.

WASHINGTON CENTER	BLACKSTONE TOWER *	CTAF
118.75 353.9	126.2 241.0	122.95







CATEGORY	A	B	C	D
LNAV MDA	940-1	511 (600-1)	940-1½ 511 (600-1½)	NA
CIRCLING	940-1	501 (600-1)	940-1½ 501 (600-1½)	NA

MIRL Rwy 1-19
MIRL Rwy 4-22 (L)

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3932
220°	TDZE	438
	Apt Elev	439

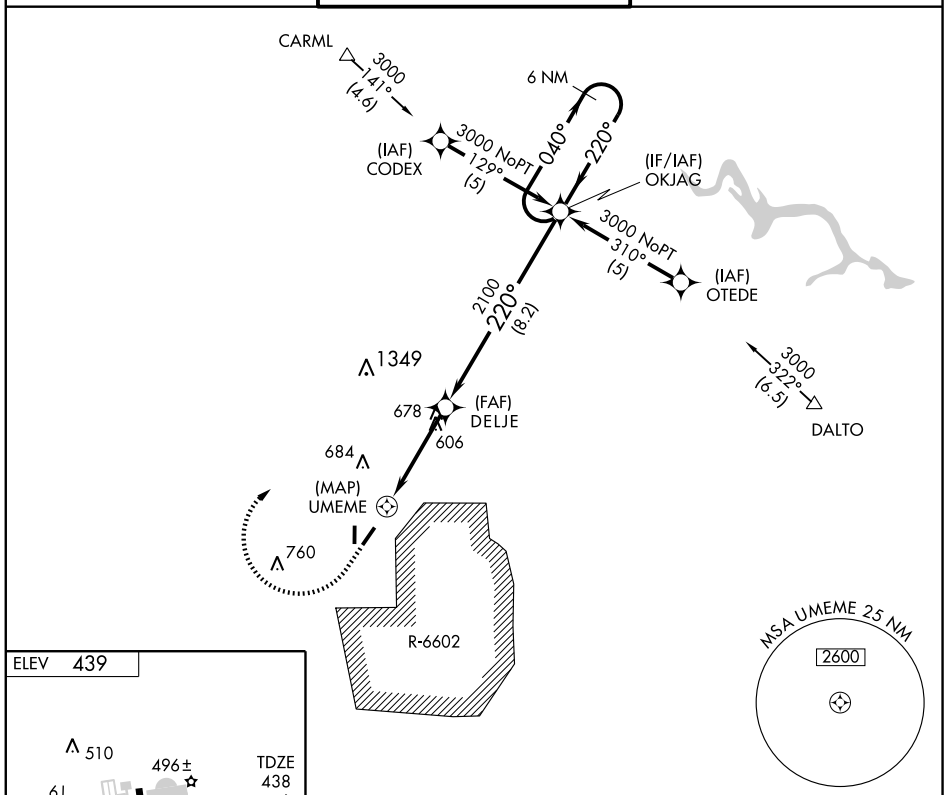
RNAV (GPS) RWY 22

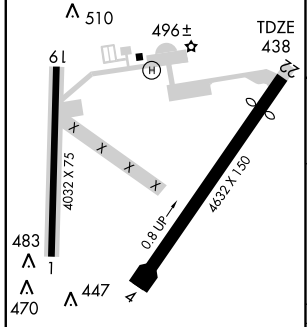
BLACKSTONE/ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

Use Mecklenburg-Brunswick Rgnl altimeter setting.
Circling NA East of Rwy 4-22. DME/DME RNP-0.3 NA.

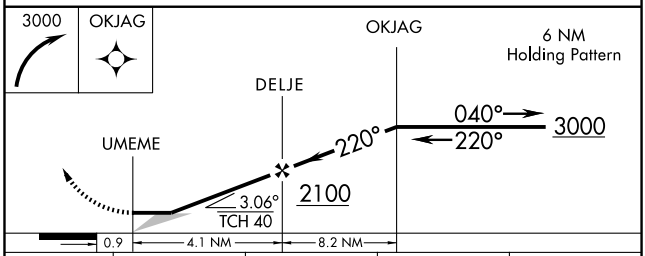
MISSED APPROACH: Climbing right turn to 3000 direct OKJAG and hold.

WASHINGTON CENTER	BLACKSTONE TOWER *	CTAF
118.75 353.9	126.2 241.0	122.95





MIRL Rwy 1-19
MIRL Rwy 4-22 L



CATEGORY	A	B	C	D
LNAV MDA	980-1 542 (600-1)		980-1½ 542 (600-1½)	NA
CIRCLING	980-1 541 (600-1)		980-1½ 541 (600-1½)	NA

NE-3, 22 OCT 2009 to 19 NOV 2009

NDB VBW 241	APP CRS 035°	Rwy Idg N/A TDZE N/A Apt Elev 1165

NDB or GPS-A

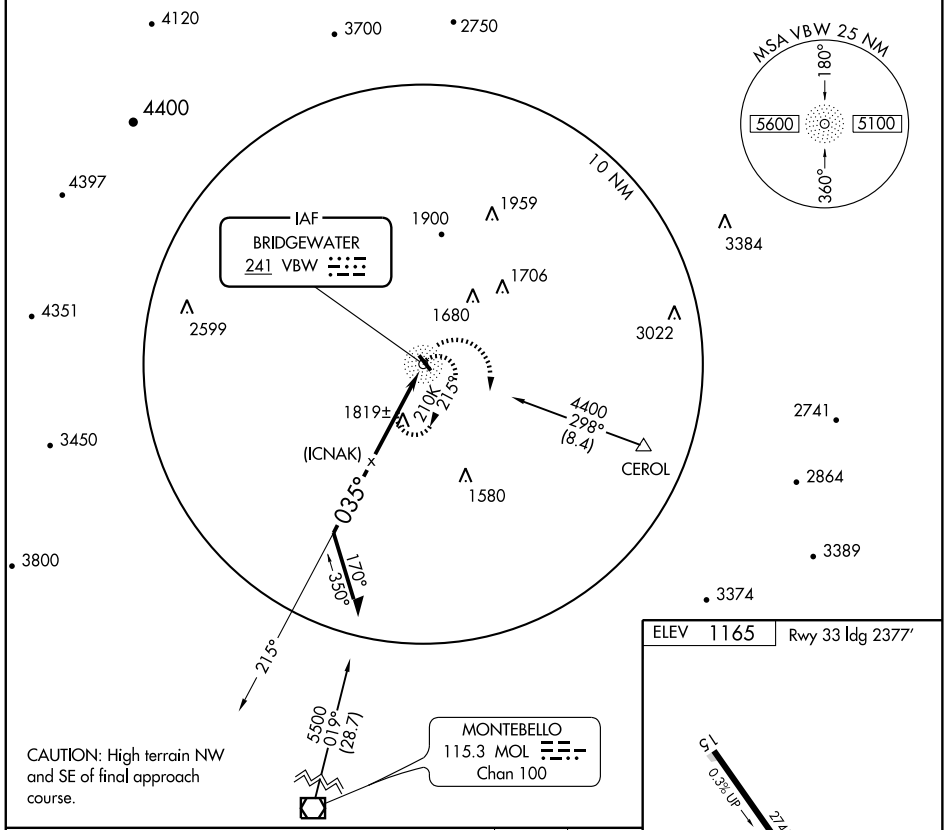
BRIDGEWATER AIR PARK (VBW)

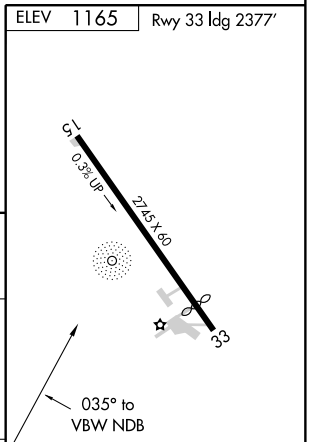
NA

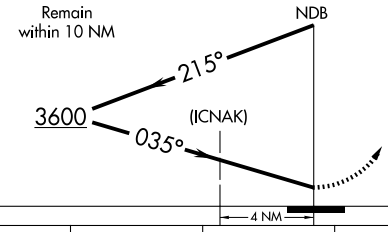
Use Shenandoah Valley altimeter setting; when not available use Charlottesville, VA altimeter setting and increase all MDAs to 2680 and visibilities to 3 miles all Cats. If neither Shenandoah nor Charlottesville altimeter available procedure not authorized.

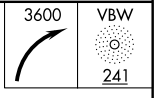
MISSED APPROACH: Climbing right turn to 3600 in VBW NDB holding pattern.

POTOMAC APP CON	UNICOM
132.85 257.75	122.7 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	2300-1¼ 1135 (1200-1¼)	2300-1½ 1135 (1200-1½)	NA	

MIRL Rwy 15-33 L

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy ldg	3798
227°	TDZE	596
	Apt Elev	596

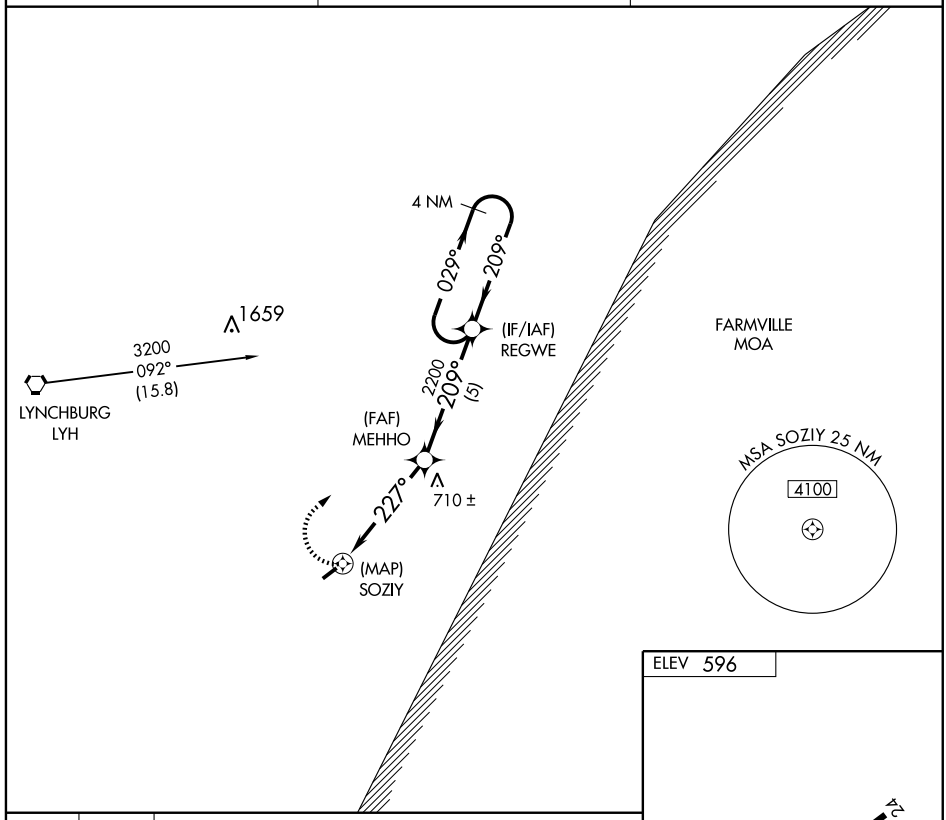
RNAV (GPS) RWY 24
BROOKNEAL/CAMPBELL COUNTY (ØV4)

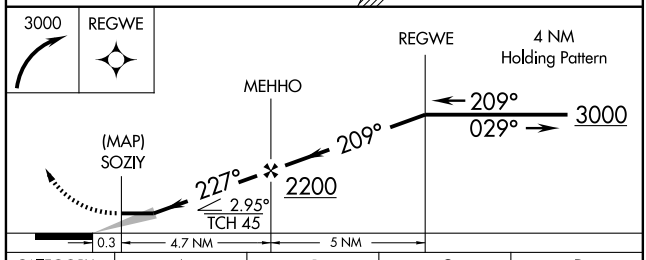
Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

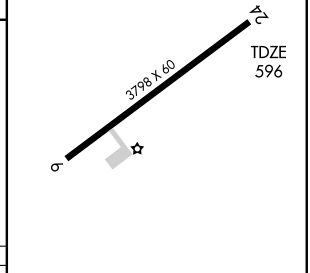
NA

MISSED APPROACH: Climbing right turn to 3000 direct REGWE WP and hold.

LYNCHBURG ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.32	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	980-1 384 (400-1)			NA
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	NA

MIRL Rwy 6-24 L

NE-3. 22 OCT 2009 to 19 NOV 2009

VORTAC LYH	APP CRS	Rwy Idg	N/A
109.2	128°	TDZE	N/A
Chan 29		Apt Elev	596

VOR/DME-A

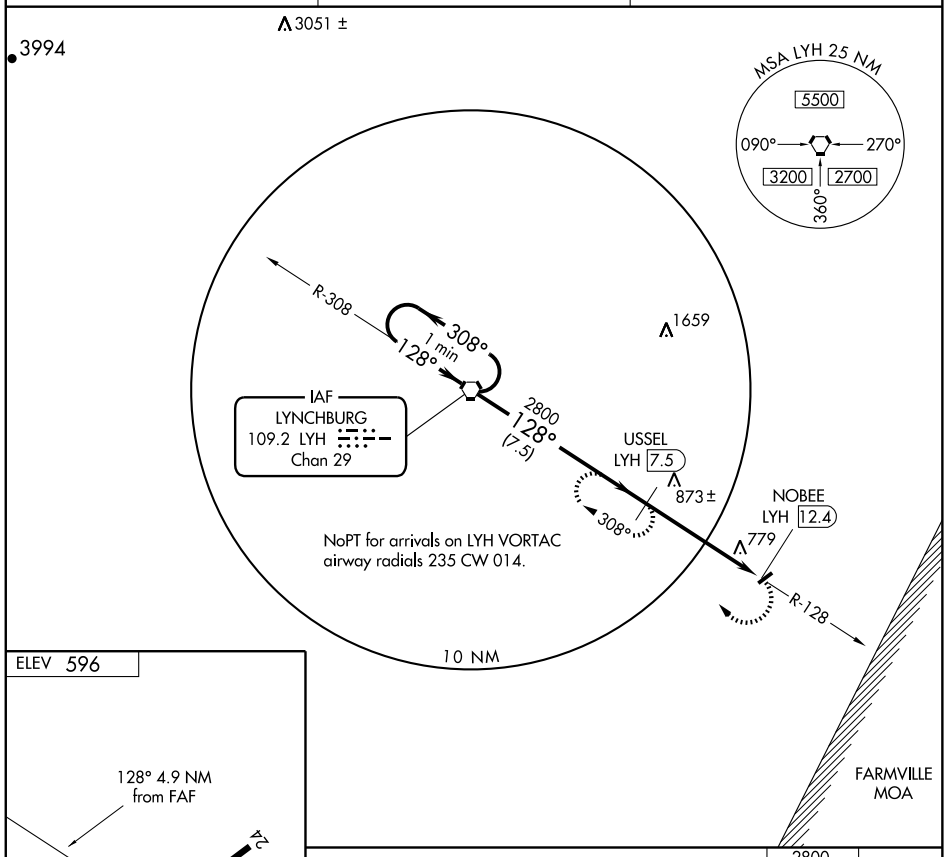
BROOKNEAL/CAMPBELL COUNTY (Ø V4)

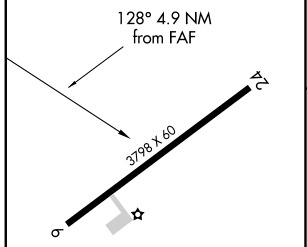
Use Lynchburg Rgnl/Preston Glenn Field altimeter setting.

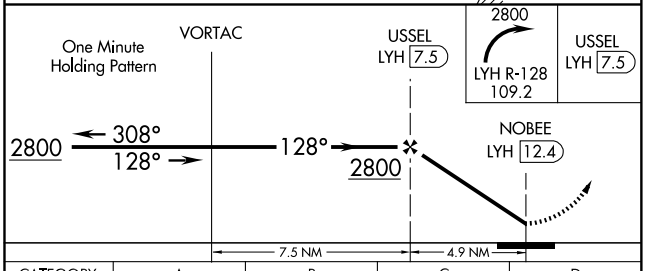
NA

MISSED APPROACH: Climbing right turn to 2800 via LYH VORTAC R-128 to USSEL 7.5 DME and hold.

LYNCHBURG ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.32	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1160-1	564 (600-1)	1160-1½ 564 (600-1½)	NA

MIRL Rwy 6-24 L

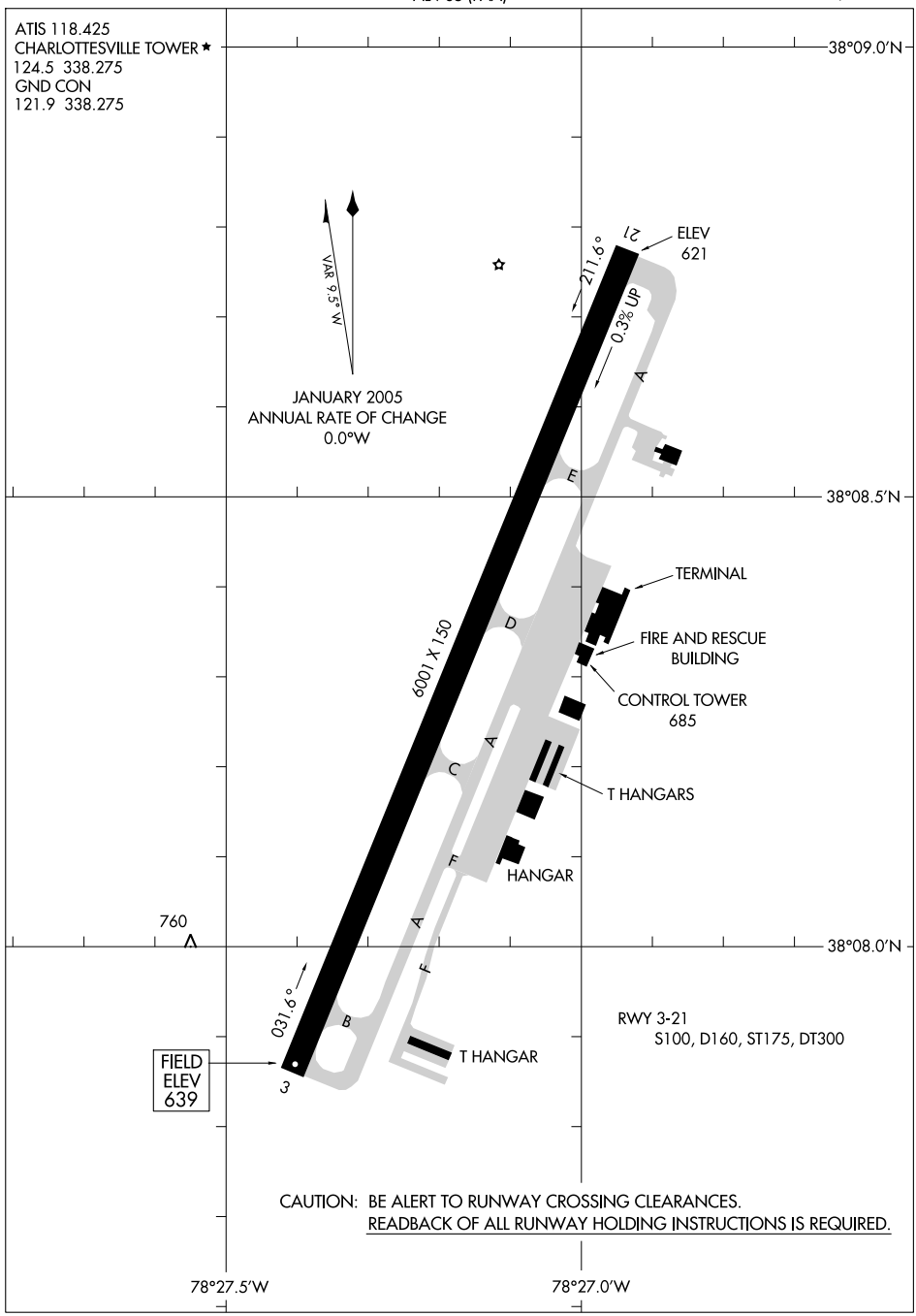
NE-3, 22 OCT 2009 to 19 NOV 2009

06327

AIRPORT DIAGRAM

AL-765 (FAA)

CHARLOTTESVILLE-ALBERMARLE (CHO)
CHARLOTTESVILLE, VIRGINIA



NE-3, 22 OCT 2009 to 19 NOV 2009

CHARLOTTESVILLE, VIRGINIA

AL-765 (FAA)

ILS or LOC RWY 3

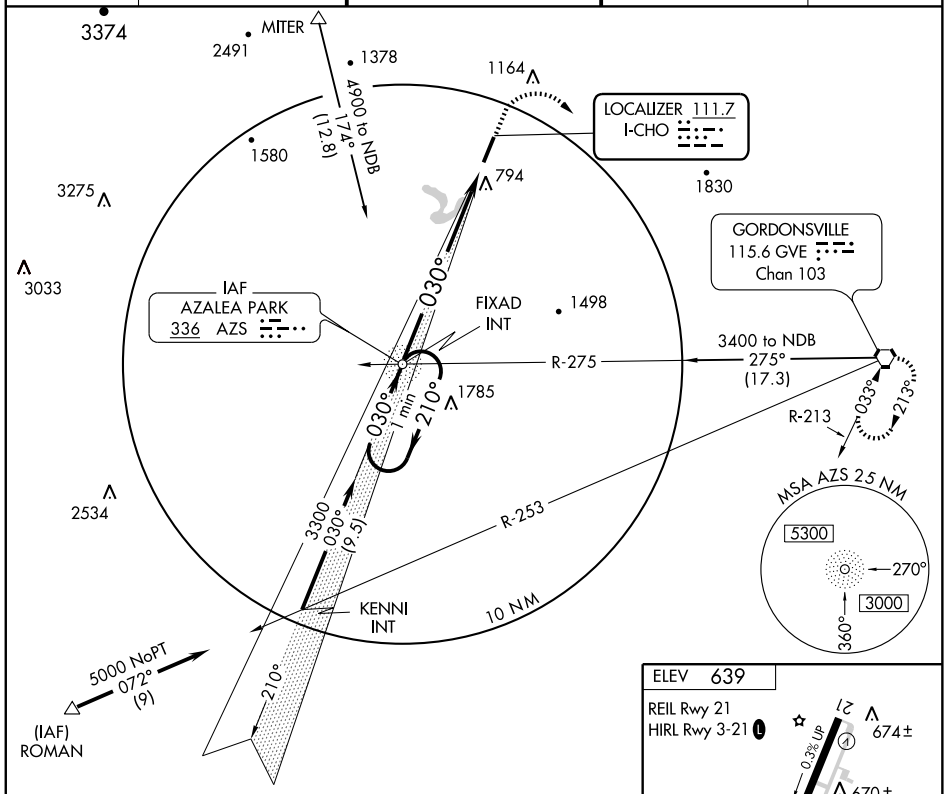
CHARLOTTESVILLE-ALBEMARLE (CHO)

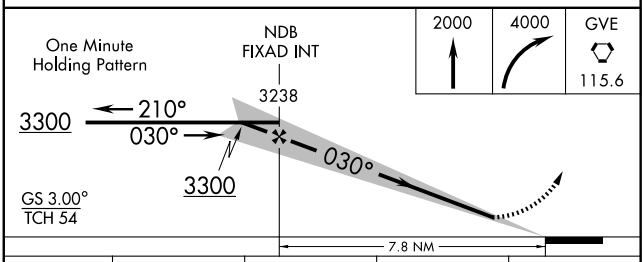
LOC I-CHO	APP CRS	Rwy ldg	6001
111.7	030°	TDZE	639
		Apt Elev	639

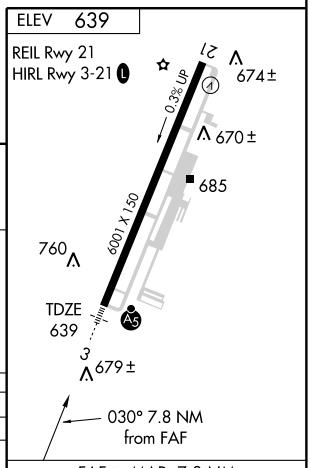
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95







CATEGORY	A	B	C	D
S-ILS 3		856-½ 217 (300-½)		
S-LOC 3	1380-½ 741 (800-½)	1380-¾ 741 (800-¾)	1380-1¾ 741 (800-1¾)	1380-2 741 (800-2)
CIRCLING	1380-1 741 (800-1)	1380-1¼ 741 (800-1¼)	1380-2¼ 741 (800-2¼)	1560-3 921 (1000-3)

FAF to MAP 7.8 NM

Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

NE-3. 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy ldg	6001
CH 61105	030°	TDZE	639
W03A		Apt Elev	639

RNAV (GPS) RWY 3

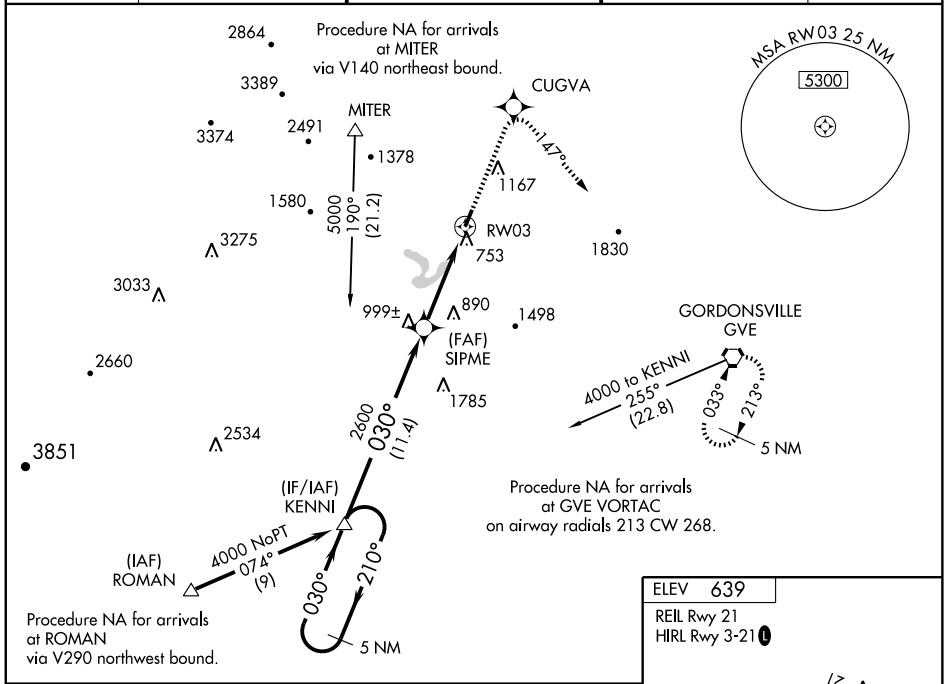
CHARLOTTESVILLE-ALBEMARLE (CHO)

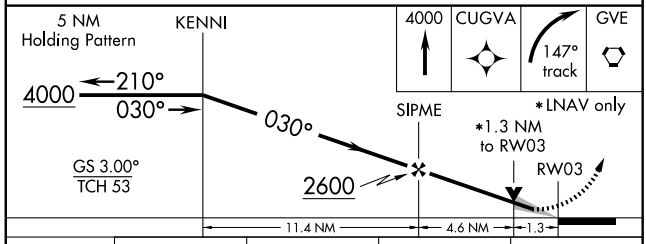
If local altimeter setting not received, use Staunton-Waynesboro-Harrisonburg altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. Baro-VNAV NA when using Staunton-Waynesboro-Harrisonburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative MALSR, increase LPV visibility to 1 mile all Cats. DME/DME RNP-0.3 NA.

MALSR

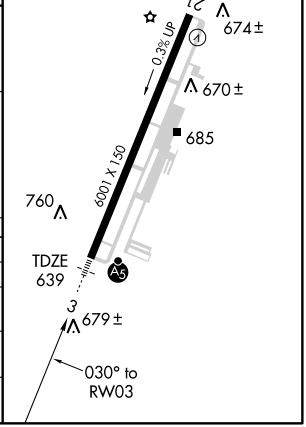
MISSED APPROACH: Climb to 4000 direct CUGVA and right turn via 147° track to GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95





CATEGORY	A	B	C	D
LPV DA	903-½ 264 (300-½)			
LNAV/VNAV DA	1100-1 461 (500-1)			
LNAV MDA	1120-½ 481 (500-½)		1120-¾ 481 (500-¾)	1120-1 481 (500-1)
CIRCLING	1160-1 521 (600-1)		1160-1½ 521 (600-1½)	1560-3 921 (1000-3)



NE-3, 22 OCT 2009 to 19 NOV 2009

CHARLOTTESVILLE, VIRGINIA

AL-765 (FAA)

RNAV (GPS) Y RWY 21

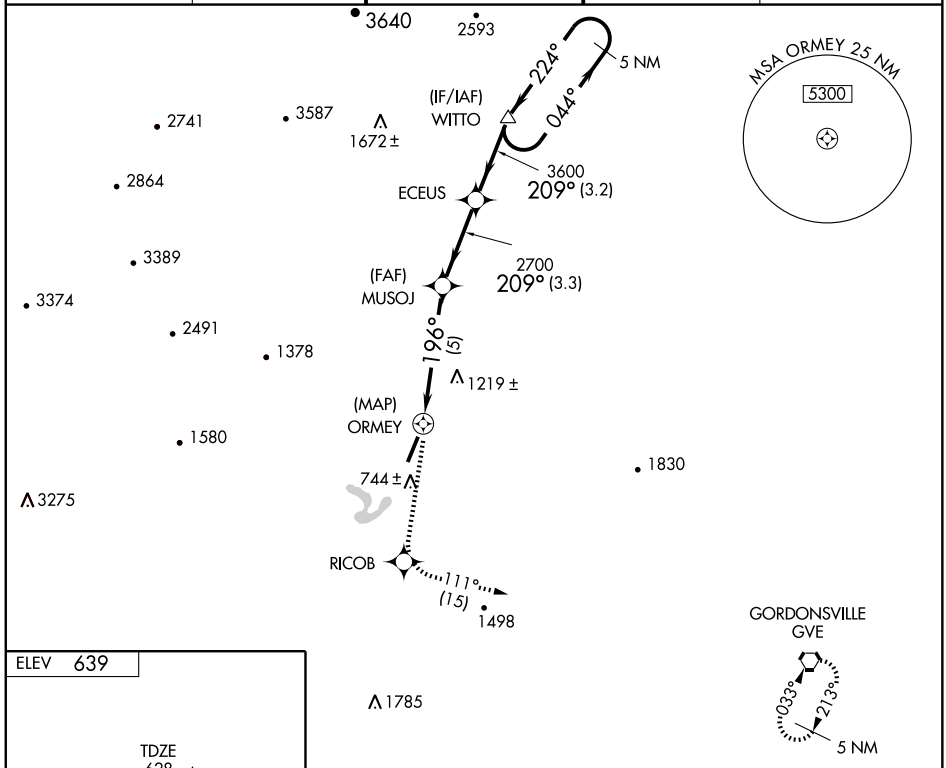
CHARLOTTESVILLE-ALBEMARLE (CHO)

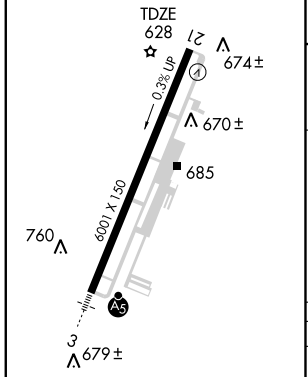
APP CRS	Rwy ldg	6001
196°	TDZE	628
	Apt Elev	639

DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDAs 140 feet.

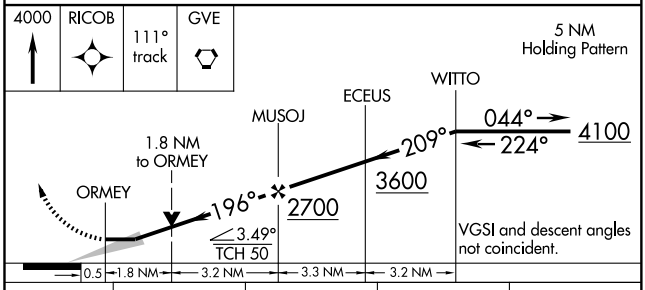
MISSED APPROACH: Climb to 4000 direct RICOB and via 111° track to GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER★	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95





REIL Rwy 21
HIRL Rwy 3-21 L



CATEGORY	A	B	C	D
LNAV MDA	1380-1 752 (800-1)	1380-1¼ 752 (800-1¼)	1380-2¼ 752 (800-2¼)	1380-2½ 752 (800-2½)
CIRCLING	1380-1 741 (800-1)	1380-1¼ 741 (800-1¼)	1380-2¼ 741 (800-2¼)	1560-3 921 (1000-3)

NE-3. 22 OCT 2009 to 19 NOV 2009

CHARLOTTESVILLE, VIRGINIA

AL-765 (FAA)

WAAS	APP CRS	Rwy Idg	6001
CH 45602	210°	TDZE	628
W21A		Apt Elev	639

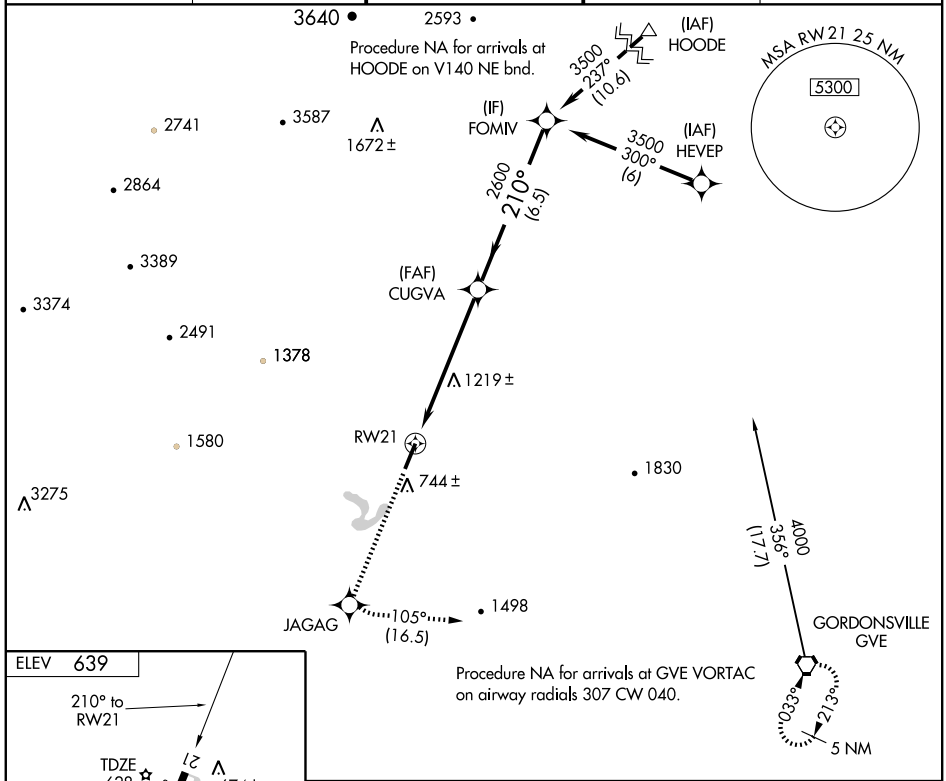
RNAV (GPS) Z RWY 21

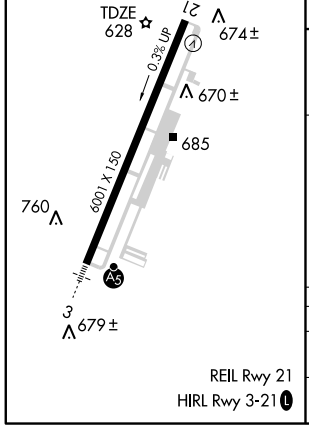
CHARLOTTESVILLE-ALBEMARLE (CHO)

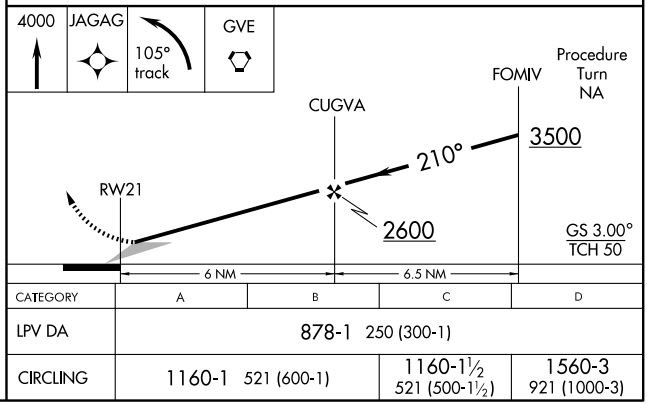
Circling requires descent on RNAV glidepath to MDA. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all DA's/MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct JAGAG and left turn via 105° track to GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER*	GND CON	UNICOM
118.425	132.85 257.75	124.5 (CTAF) L 338.275	121.9 338.275	122.95







CATEGORY	A	B	C	D
LPV DA	878-1 250 (300-1)			
CIRCLING	1160-1 521 (600-1)		1160-1½ 521 (500-1½)	1560-3 921 (1000-3)

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3400
184°	TDZE	503
	Apt Elev	503

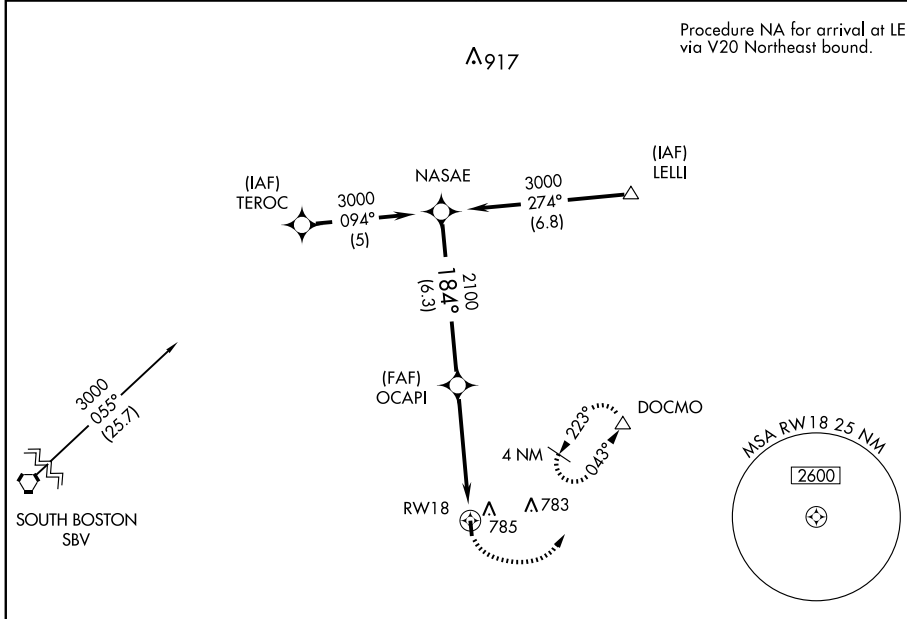
RNAV (GPS) RWY 18
CHASE CITY MUNI (CXE)

DME/DME RNP-0.3 NA.
Straight-in minimums NA at night. Circling to Rwy 18 NA at night.
NA Use Mecklenburg-Brunswick altimeter setting; If not received, use Danville altimeter setting and increase all MDA's 60 feet.

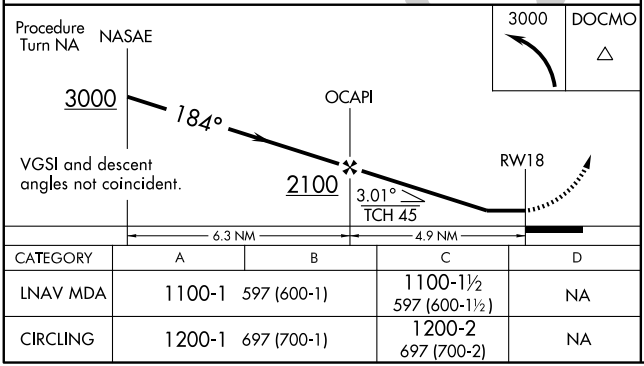
MISSED APPROACH: Climbing left turn to 3000 direct DOCMO and hold.

WASHINGTON CENTER	UNICOM
118.75 353.9	122.9 (CTAF)

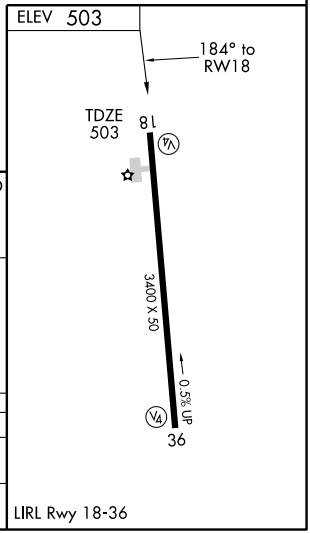
Procedure NA for arrival at LELLI via V20 Northeast bound.



Procedure NA for arrival at SBV VORTAC airway radials 032 CW 086.



CATEGORY	A	B	C	D
LNAV MDA	1100-1	597 (600-1)	1100-1½ 597 (600-1½)	NA
CIRCLING	1200-1	697 (700-1)	1200-2 697 (700-2)	NA



NE-3, 22 OCT 2009 to 19 NOV 2009

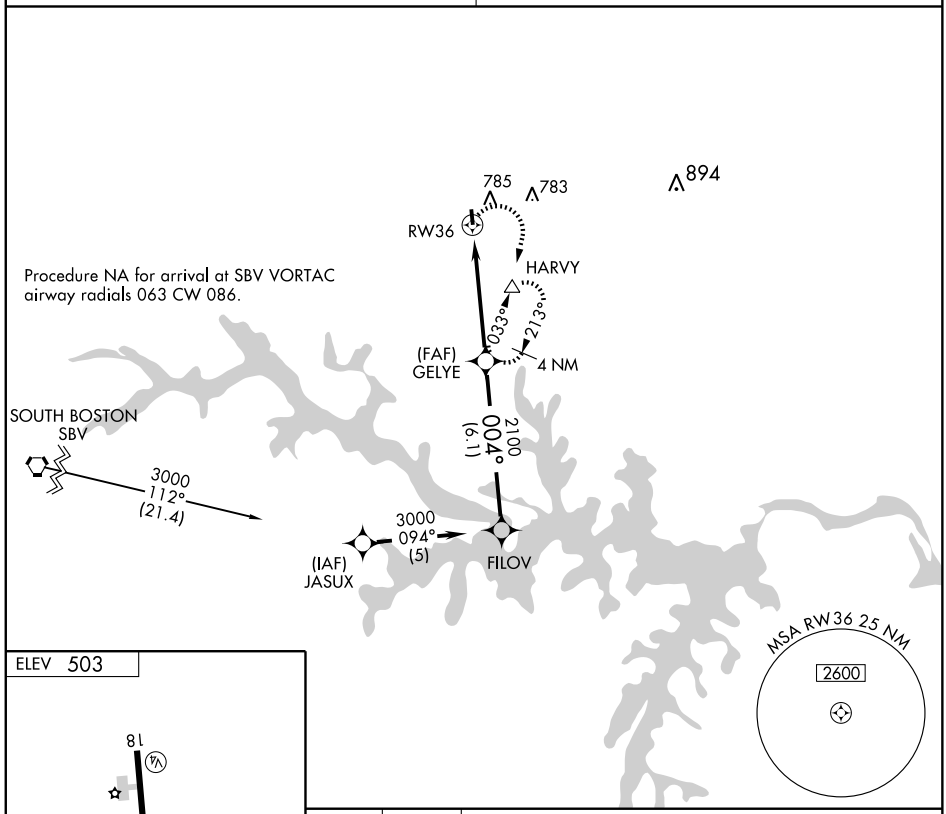
APP CRS	Rwy Idg	3400
004°	TDZE	503
	Apt Elev	503

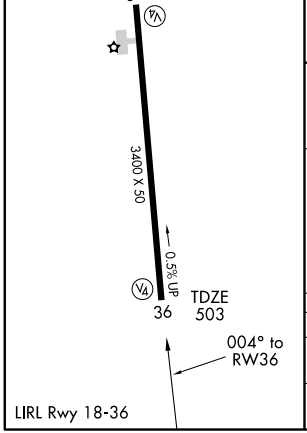
RNAV (GPS) RWY 36
CHASE CITY MUNI (CXE)

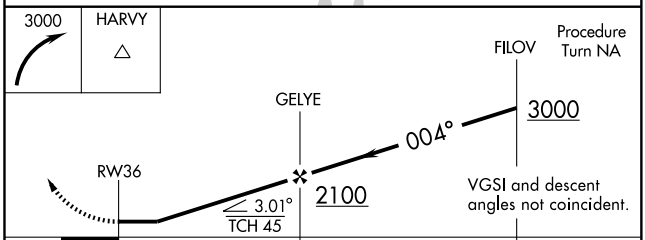
T NA — DME/DME RNP-0.3 NA. Circling to Rwy 18 NA at night. Use Mecklenburg-Brunswick altimeter setting; if not received, use Danville altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climbing right turn to 3000 direct HARVY and hold.

WASHINGTON CENTER	UNICOM
118.75 353.9	**122.9** (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1040-1	537 (600-1)	1040-1½ 537 (600-1½)	NA
CIRCLING	1200-1	697 (700-1)	1200-2 697 (700-2)	NA

NE-3. 22 OCT 2009 to 19 NOV 2009

CLARKSVILLE, VIRGINIA

AL-9200 (FAA)

APP CRS	Rwy Idg	4488
036°	TDZE	403
	Apt Elev	421

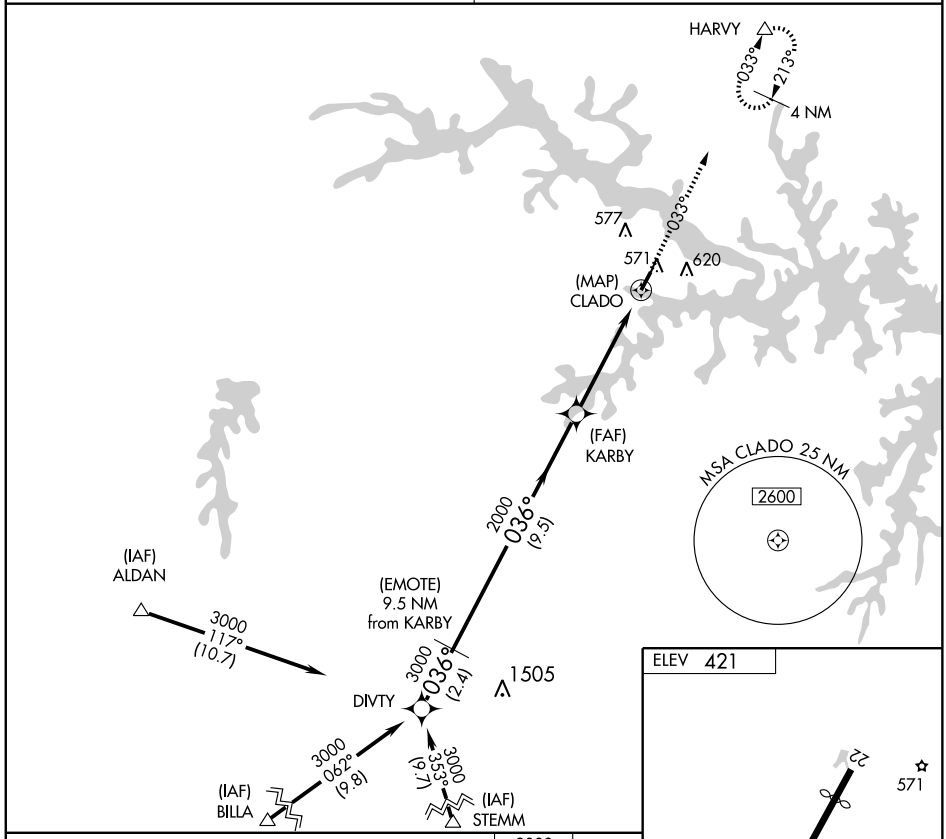
GPS RWY 4

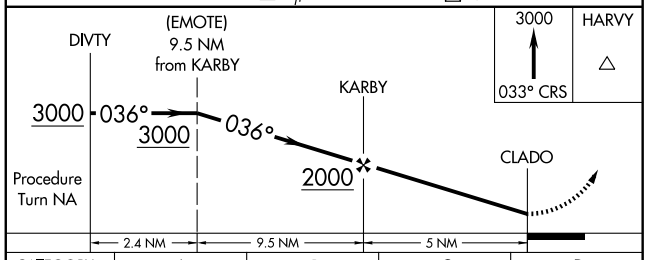
CLARKSVILLE/ LAKE COUNTRY REGIONAL (W63)

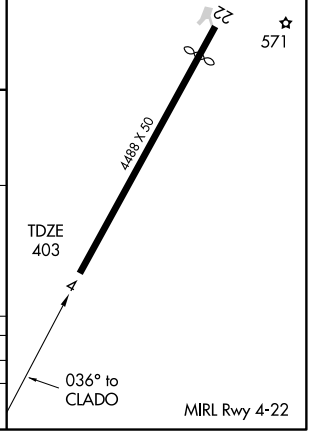
Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 3000 via 033° course to HARVY WP and hold.

WASHINGTON CENTER	CTAF
118.75 377.1	122.9







CATEGORY	A	B	C	D
S-4	820-1 417 (400-1)		820-1¼ 417 (400-1¼)	
CIRCLING	1000-1 579 (600-1)	1040-1 619 (700-1)	1040-1¾ 619 (700-1¾)	1040-2 619 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC SBV 110.4 Chan 41	APP CRS 107°	Rwy Idg N/A TDZE N/A Apt Elev 421

VOR/DME-A

CLARKSVILLE/LAKE COUNTRY REGIONAL (W63)

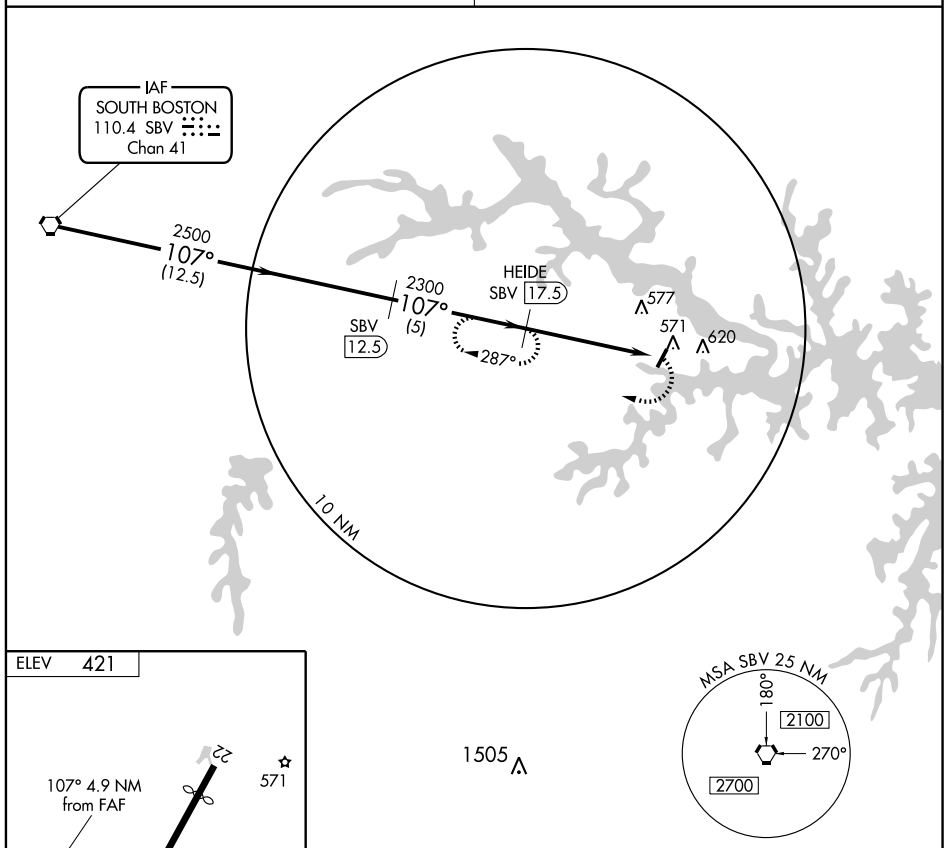
NA

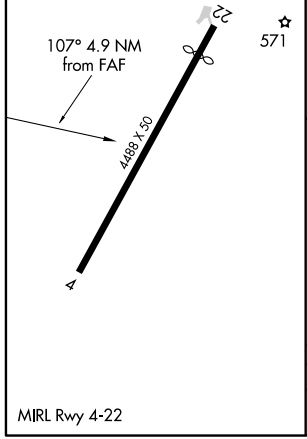
Use Mecklenburg-Brunswick Rgnl, VA altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 via SBV R-107 to HEIDE/ 17.5 DME and hold.

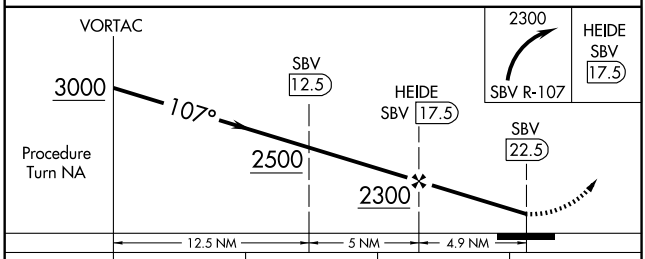
WASHINGTON CENTER
118.75 377.1

CTAF **122.9**





MIRL Rwy 4-22



CATEGORY	A	B	C	D
CIRCLING	1000-1 579 (600-1)	1040-1 619 (700-1)	1040-1¾ 619 (700-1¾)	1040-2 619 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

CULPEPER, VIRGINIA

AL-5877 (FAA)

LOC I-DZH	APP CRS	Rwy Idg	5000
109.95	038°	TDZE	316
		Apt Elev	316

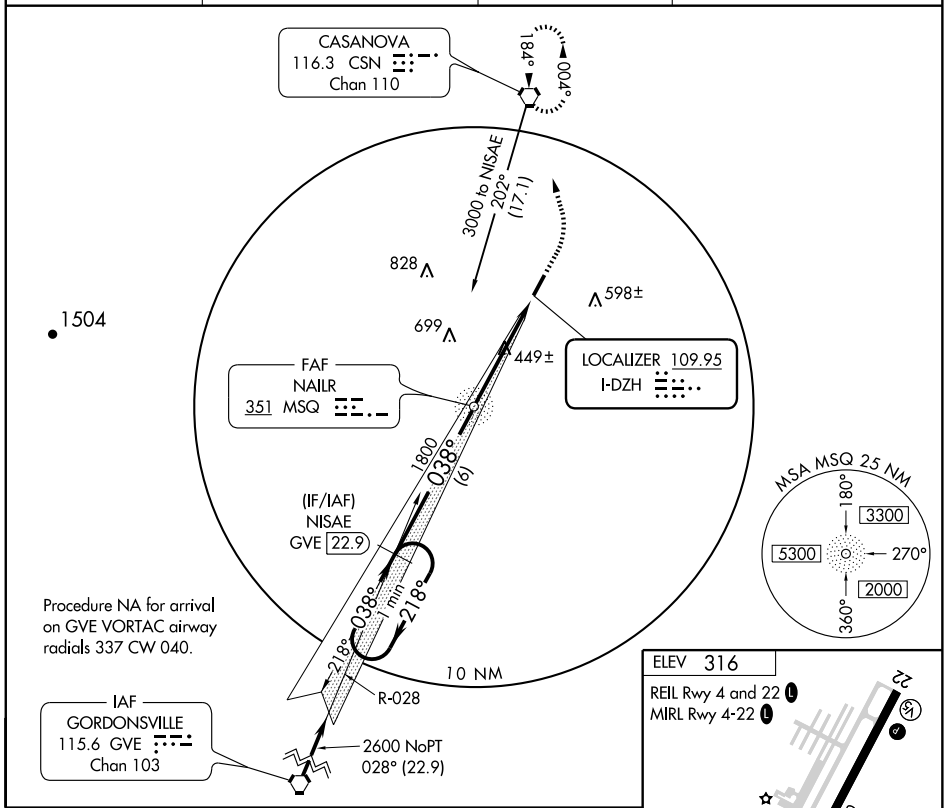
LOC RWY 4

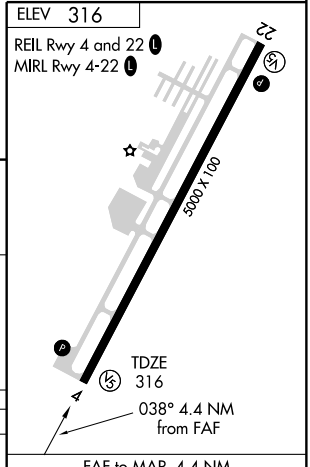
CULPEPER RGNL (CJR)

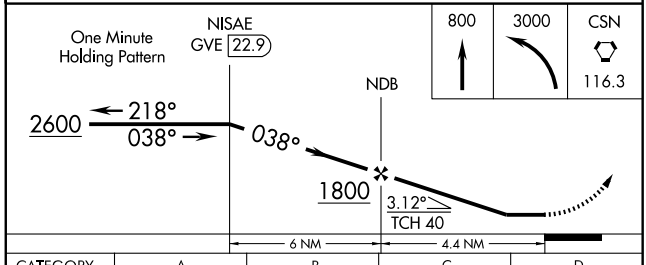
ADF required.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-4	700-1 384 (400-1)			NA
CIRCLING	820-1 504 (600-1)	920-1 604 (700-1)	920-1¾ 604 (700-1¾)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 22 OCT 2009 to 19 NOV 2009

CULPEPER, VIRGINIA

AL-5877 (FAA)

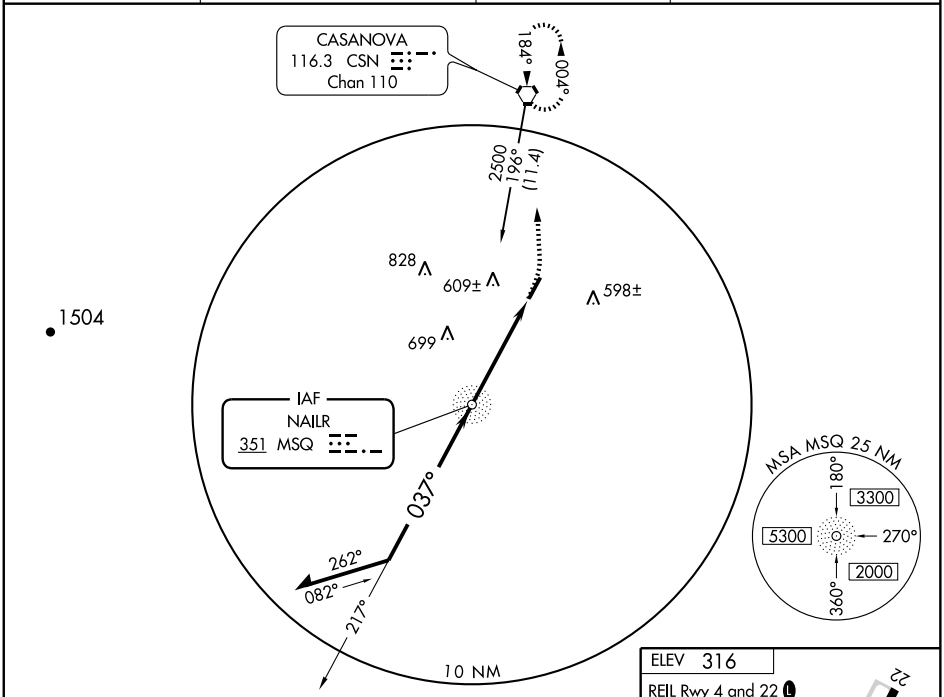
NDB MSQ	APP CRS	Rwy Idg	5000
351	037°	TDZE	316
		Apt Elev	316

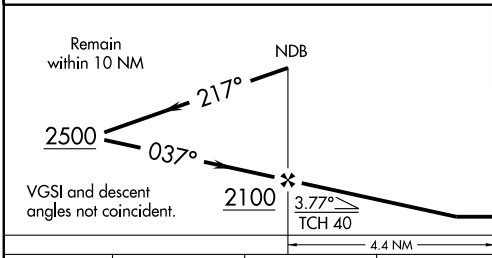
NDB RWY 4

CULPEPER RGNL (CJR)

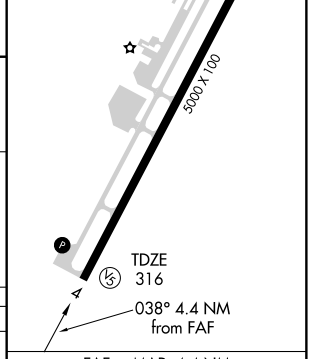
MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L





3000	CSN
	116.3



CATEGORY	A	B	C	D
S-4	920-1	604 (700-1)	920-1¾ 604 (700-1¾)	NA
CIRCLING	920-1	604 (700-1)	920-1¾ 604 (700-1¾)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3. 22 OCT 2009 to 19 NOV 2009

CULPEPER, VIRGINIA

AL-5877 (FAA)

RNAV (GPS) RWY 4

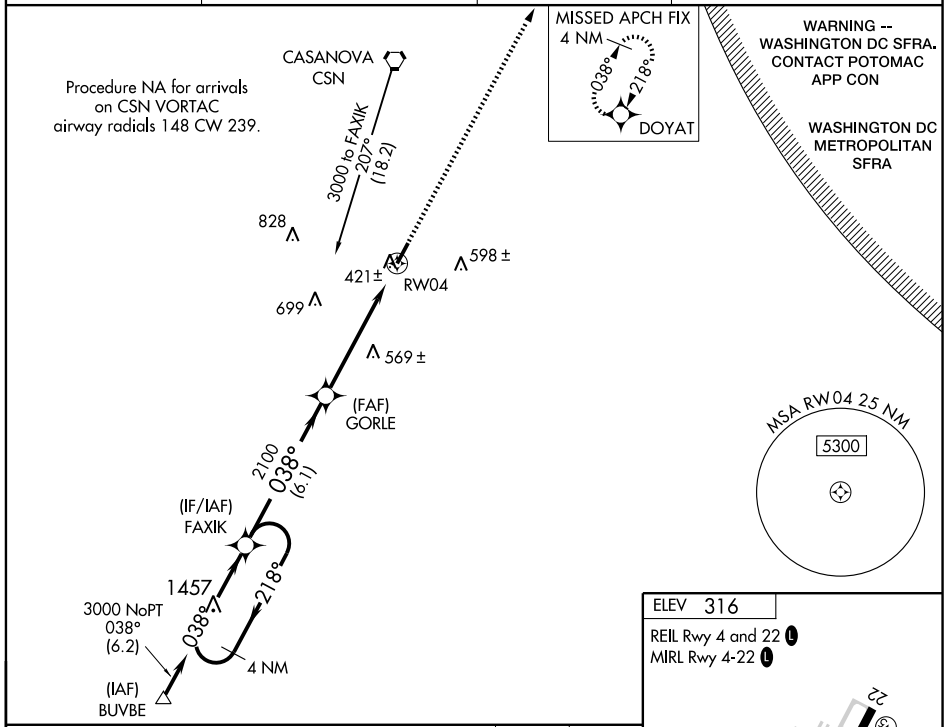
CULPEPER RGNL (CJR)

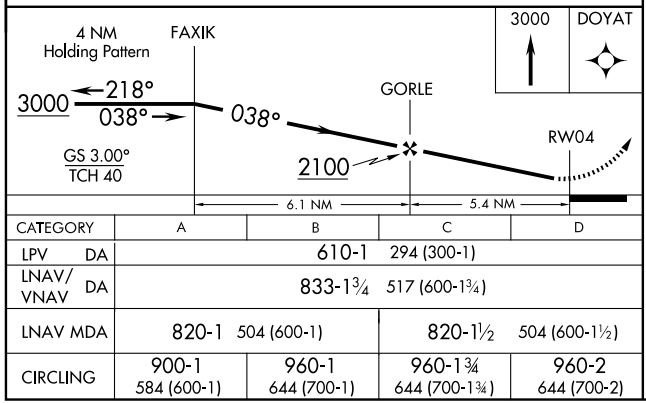
WAAS	APP CRS		
CH 77606	038°	Rwy Idg	5000
W04A		TDZE	316
		Apt Elev	316

When VGSI inop, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs 73 feet, all MDAs 80 feet, LPV and LNAV/VNAV Cats visibility ¼ mile, LNAV Cat D and Circling Cats C and D visibility ¼ mile.

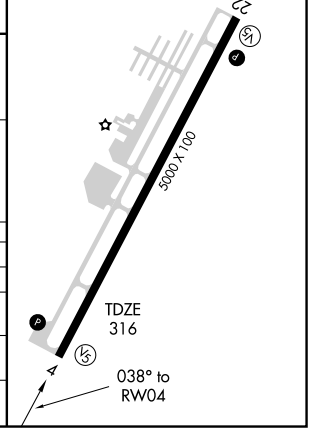
MISSED APPROACH: Climb to 3000 direct DOYAT and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	610-1 294 (300-1)			
LNAV/VNAV DA	833-1¾ 517 (600-1¾)			
LNAV MDA	820-1 504 (600-1)		820-1½ 504 (600-1½)	
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)



NE-3. 22 OCT 2009 to 19 NOV 2009

CULPEPER, VIRGINIA

AL-5877 (FAA)

RNAV (GPS) RWY 22

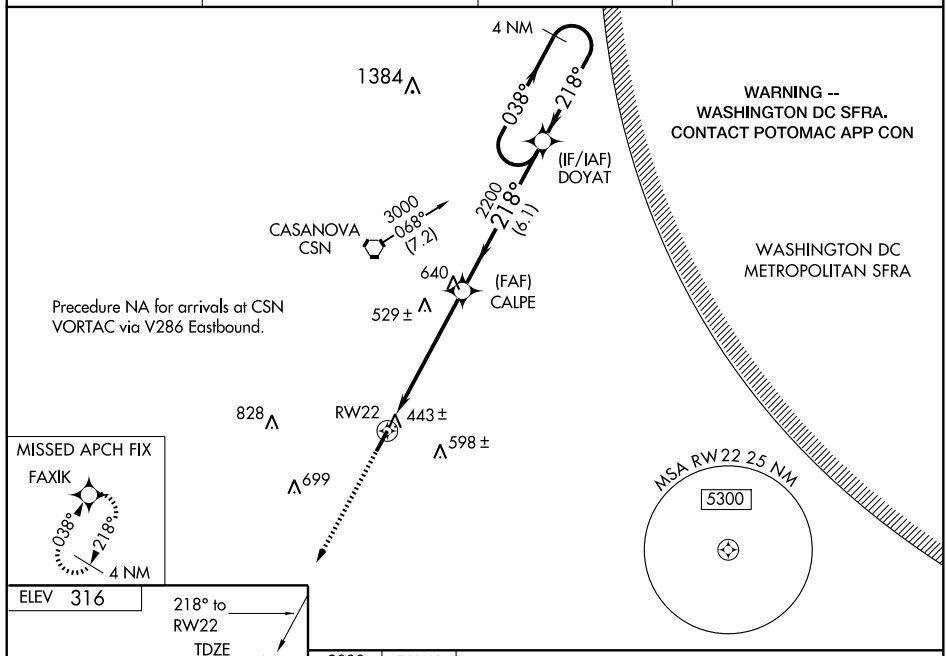
CULPEPER RGNL (CJR)

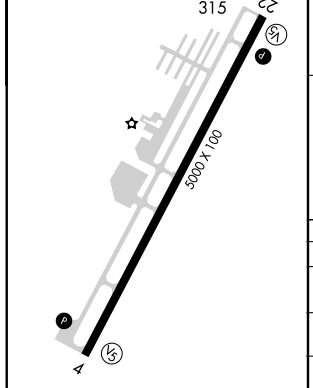
WAAS	APP CRS	Rwy ldg	5000
CH 56306	218°	TDZE	315
W22A		Apt Elev	316

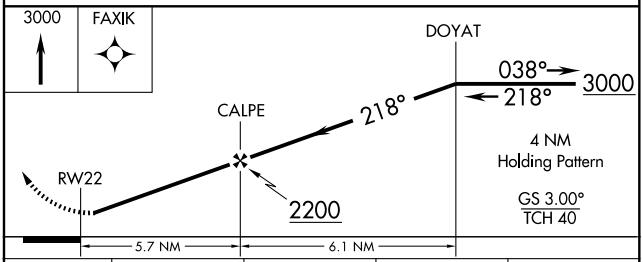
When VGSI inop, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAXIK and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	657-1¼ 342 (400-1¼)			
LNAV/VNAV DA	703-1½ 388 (400-1½)			
LNAV MDA	800-1 485 (500-1)		800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)
CIRCLING	900-1 584 (600-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC CSN	APP CRS	Rwy Idg	N/A
116.3	184°	TDZE	N/A
Chan 110		Apt Elev	316

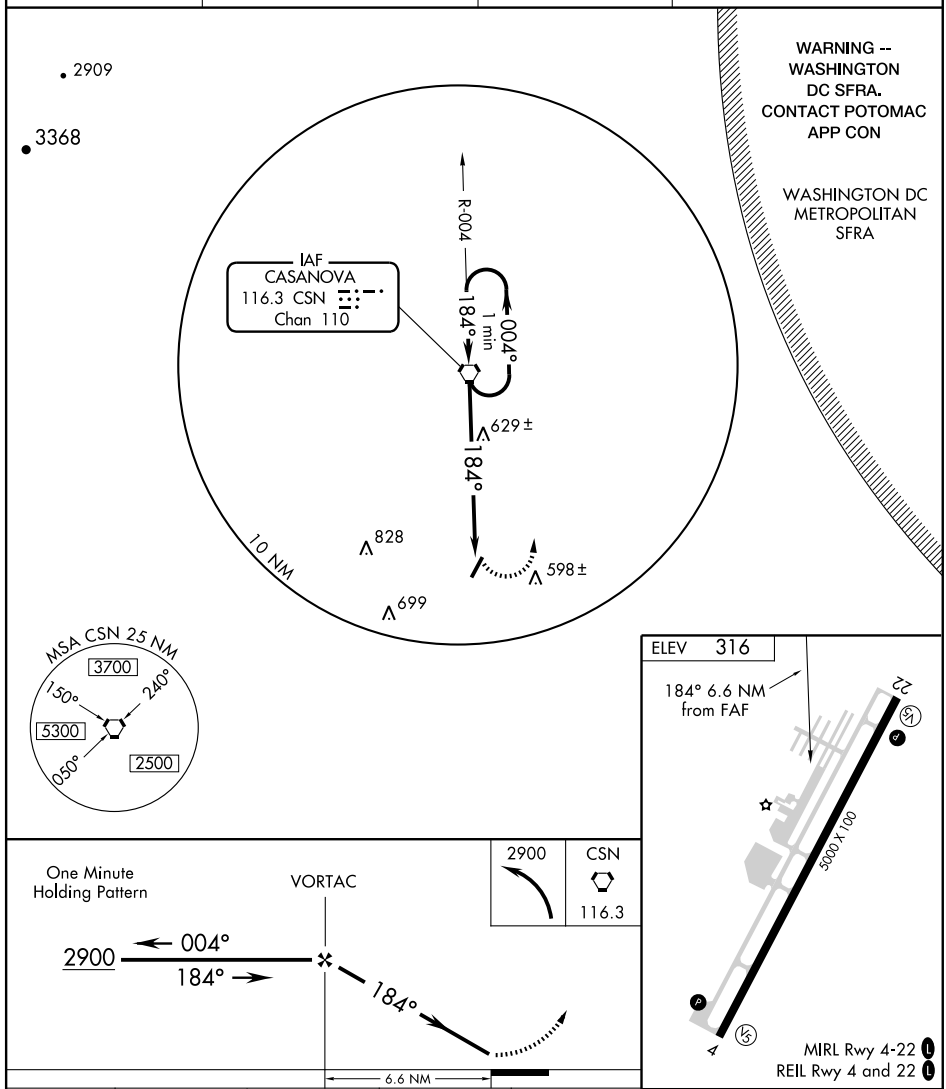
VOR-A

CULPEPER RGNL (CJR)

When VGSI inop, procedure NA at night. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 direct CSN VORTAC and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
119.325	124.65 306.925	135.075	123.075 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-1)

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5600
202°	TDZE	568
	Apt Elev	572

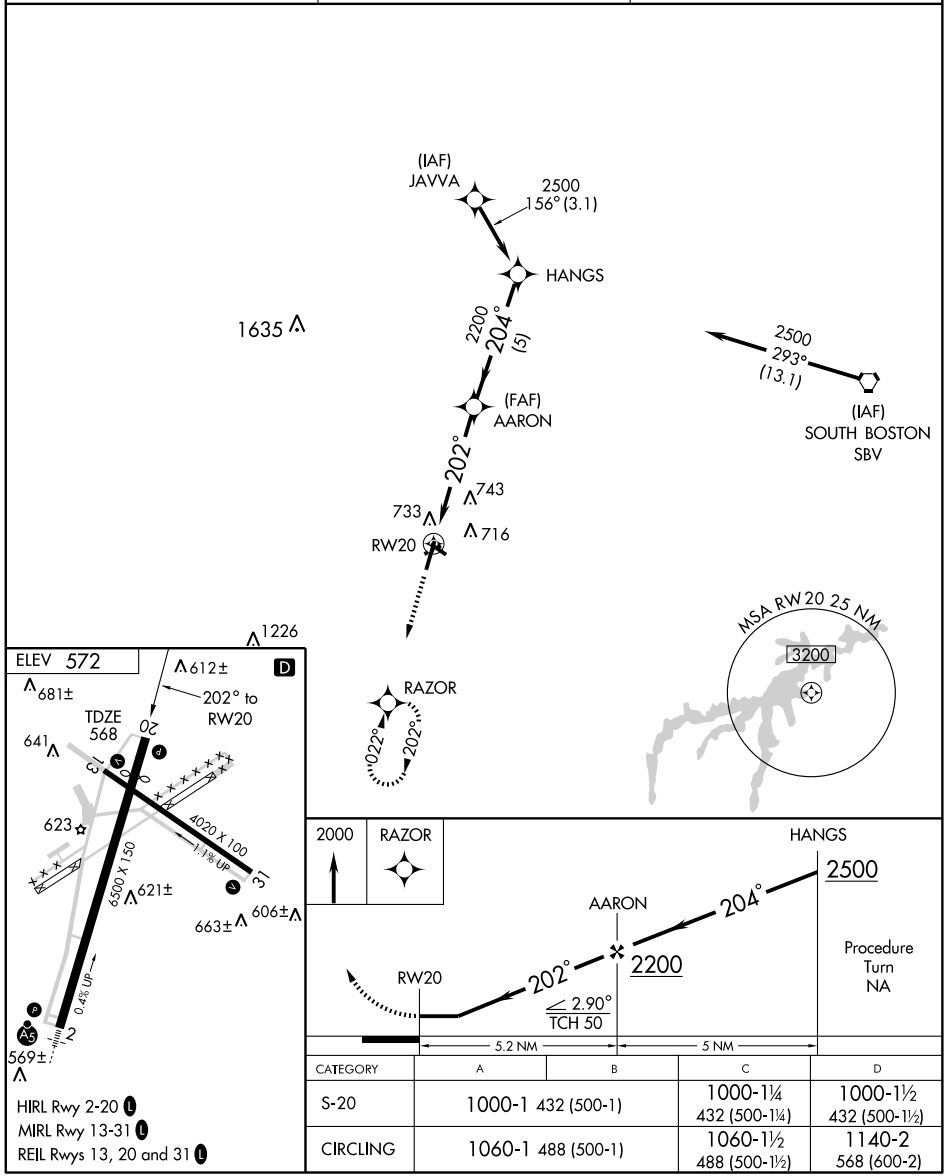
GPS RWY 20
DANVILLE RGNL (DAN)

If local altimeter setting not received, use Greensboro, NC altimeter setting and increase all MDAs 160 feet.

NA

MISSED APPROACH: Climb to 2000 direct RAZOR WP and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L



CATEGORY	A	B	C	D
S-20	1000-1 432 (500-1)		1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1060-1 488 (500-1)		1060-1½ 488 (500-1½)	1140-2 568 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-DAN	APP CRS	Rwy Idg	5600
110.7	022°	TDZE	559
		Apt Elev	572

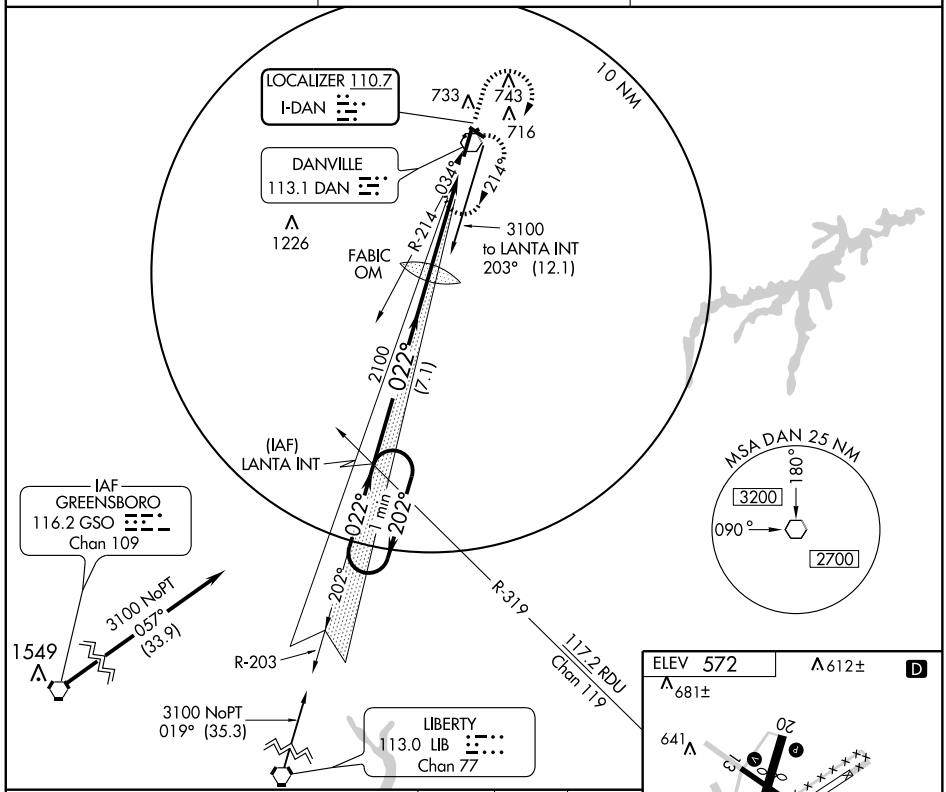
ILS RWY 2
DANVILLE RGNL (DAN)

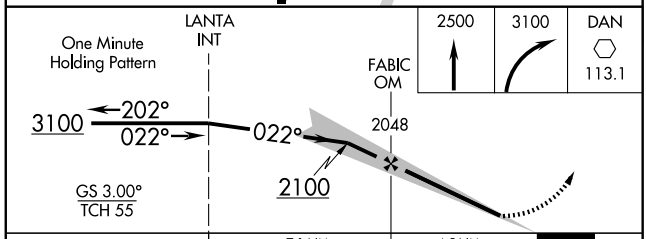
For inoperative MALSR, increase S-LOC 2 Cat D visibility to 1.

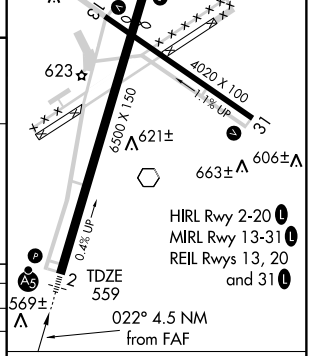
MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct DAN VOR and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2	759-½ 200 (200-½)			
S-LOC 2	900-½ 341 (400-½)			900-¾ 341 (400-¾)
CIRCLING	1060-1 488 (500-1)		1060-1½ 488 (500-1½)	1140-2 568 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3. 22 OCT 2009 to 19 NOV 2009

VOR DAN 113.1	APP CRS 034°	Rwy Idg 5600 TDZE 558 Apt Elev 571

VOR RWY 2
DANVILLE RGNL (DAN)

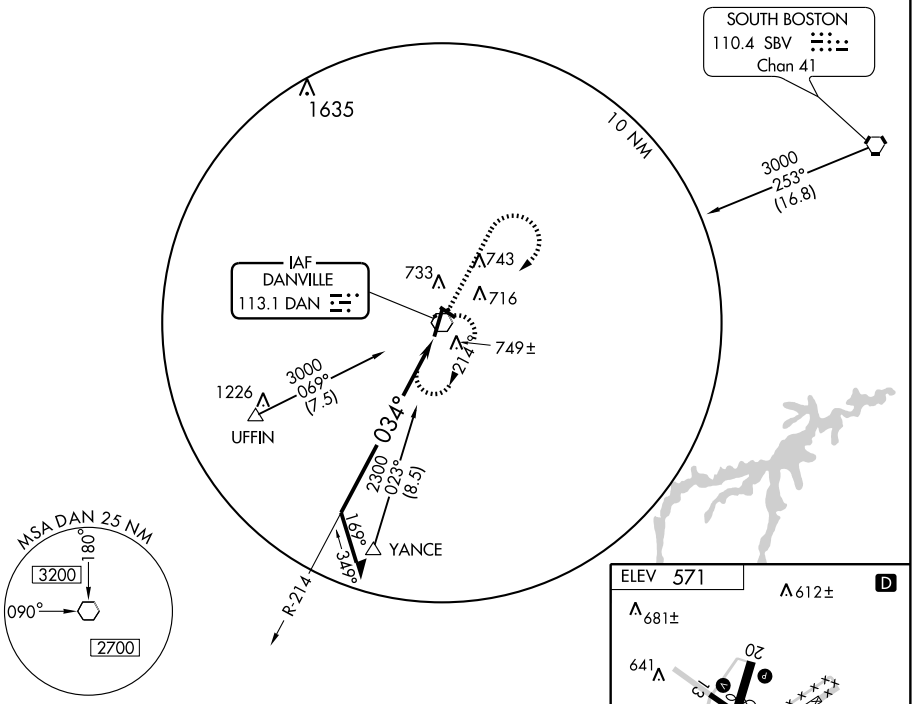
When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 160 feet and Cats B/C/D visibilities ½ mile. Inoperative table does not apply to S-2 Cats C/D. For inoperative MALSR, increase S-2 Cats A/B visibility to 1. When using Piedmont Triad Intl altimeter setting, inoperative table does not apply to Cats B/C/D. For inoperative MALSR, increase S-2 Cat A visibility to 1. Visibility reduction by helicopters NA.

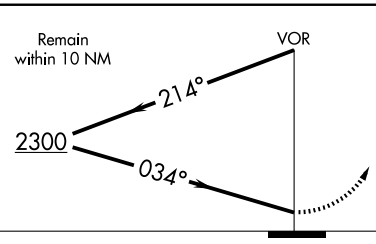
NA

MALSR

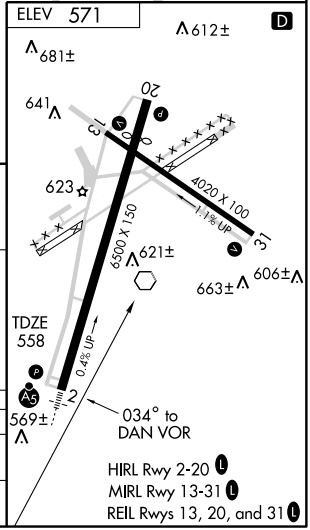
MISSED APPROACH: Climb to 2300 then right turn direct DAN VOR and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L





2300		DAN 113.1



CATEGORY	A	B	C	D
S-2	1160-¾ 602 (600-¾)		1160-1¾ 602 (600-1¾)	1160-2 602 (600-2)
CIRCLING	1160-1 589 (600-1)		1160-1¾ 589 (600-1¾)	1160-2 589 (600-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

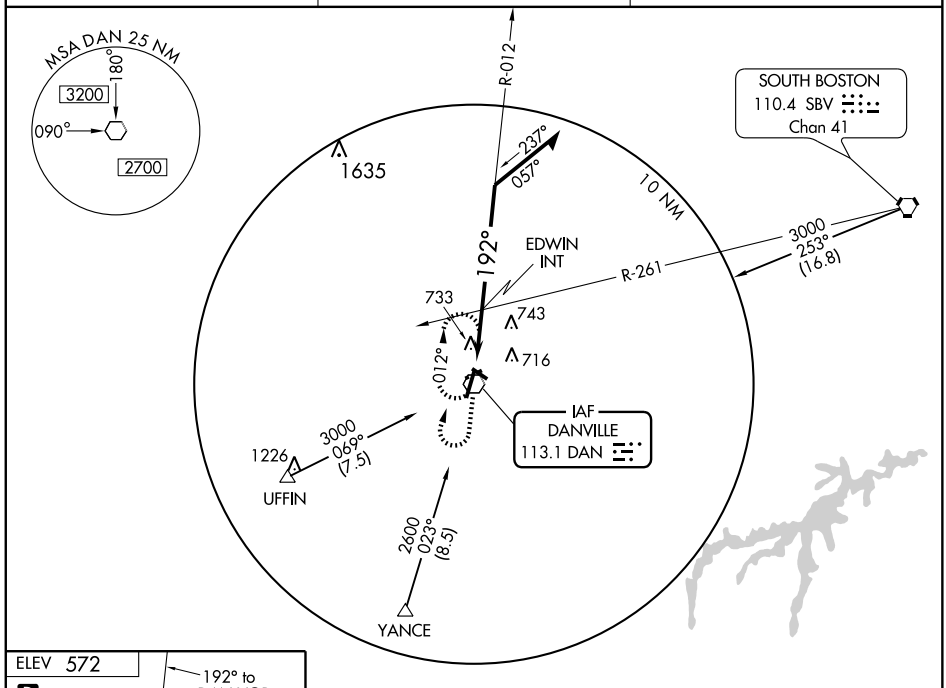
VOR DAN 113.1	APP CRS 192°	Rwy Idg 5600 TDZE 568 Apt Elev 572

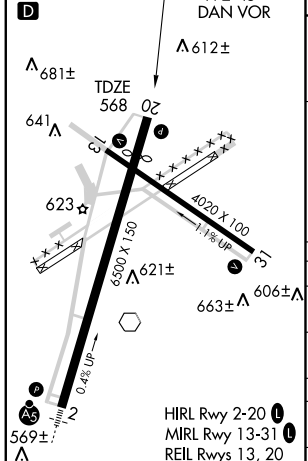
VOR RWY 20
DANVILLE RGNL (DAN)

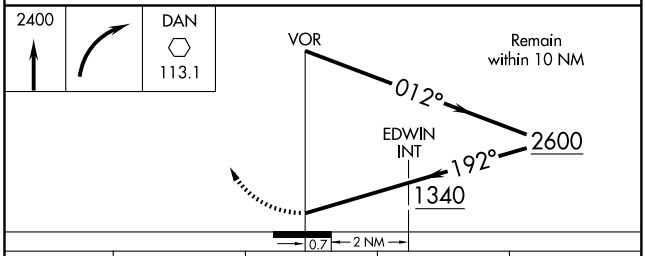
If local altimeter setting not received, procedure not authorized.

MISSED APPROACH: Climb to 2400 then right turn direct DAN VOR and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-20	1340-1 772 (800-1)	1340-1¼ 772 (800-1¼)	1340-2¼ 772 (800-2¼)	1340-2½ 772 (800-2½)
CIRCLING	1340-1 768 (800-1)	1340-1¼ 768 (800-1¼)	1340-2¼ 768 (800-2¼)	1340-2½ 768 (800-2½)
EDWIN INT MINIMUMS				
S-20	1000-1 432 (500-1)		1000-1¼ 432 (500-1¼)	1000-1½ 432 (500-1½)
CIRCLING	1060-1 488 (500-1)		1060-1½ 488 (500-1½)	1140-2 568 (600-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

DUBLIN, VIRGINIA

AL-5084 (FAA)

LOC I-PSK	APP CRS	Rwy Idg	6201
110.9	058°	TDZE	2105
		Apt Elev	2105

ILS or LOC RWY 6

DUBLIN/NEW RIVER VALLEY (PSK)

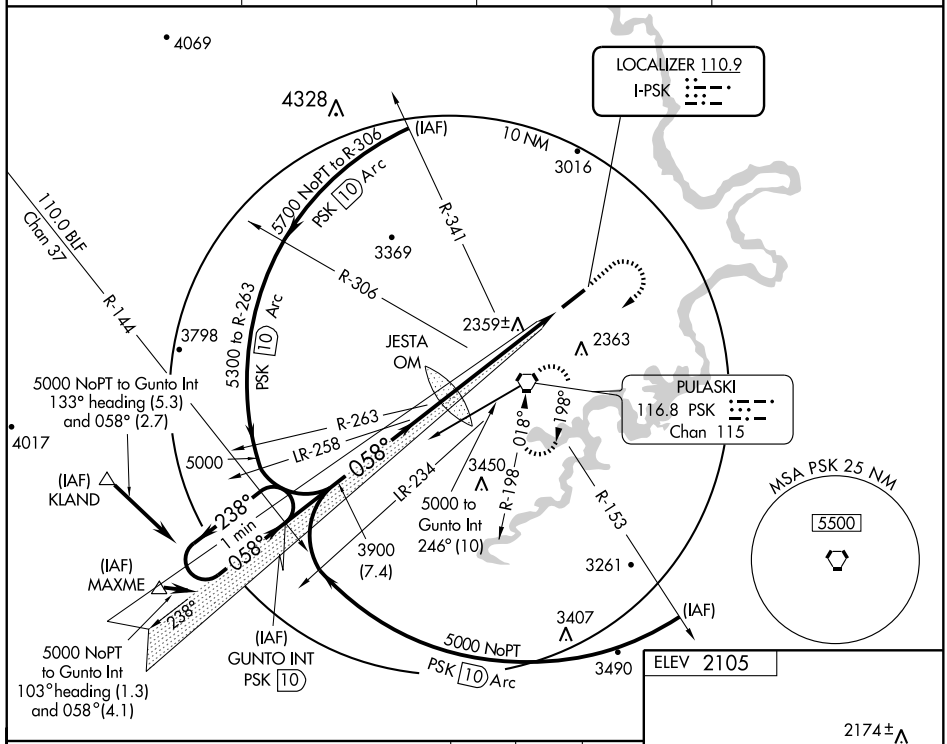
Inoperative table does not apply to S-ILS.
Inoperative table does not apply to S-LOC 6 Cats A and B.
Visibility reduction by helicopters NA.

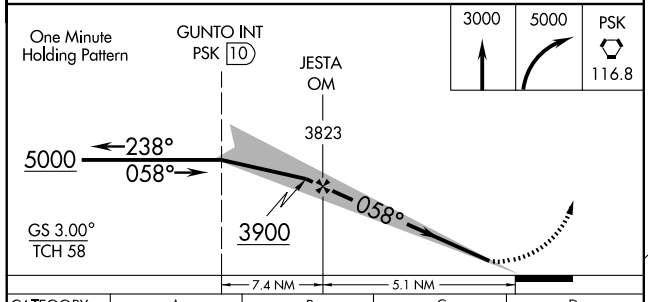
NA

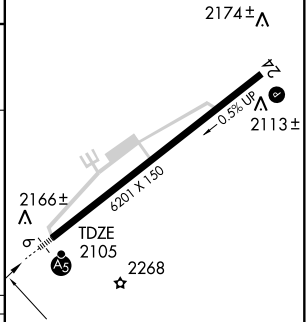
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 6	2314-1 209 (300-1)			
S-LOC 6	2620-1 515 (600-1)			2620-1¼ 515 (600-1¼)
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2680-2 575 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS Chan **86227** **W24A**	APP CRS **238°**	Rwy Idg **6201** TDZE **2087** Apt Elev **2105**

RNAV (GPS) RWY 24

DUBLIN/ NEW RIVER VALLEY (PSK)

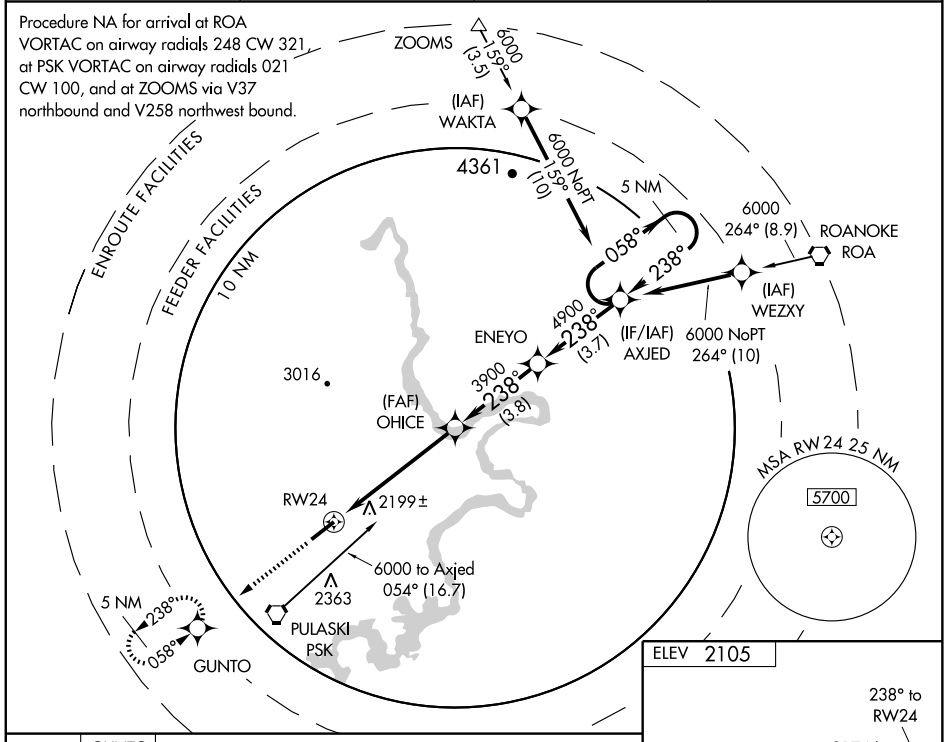
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Virginia Tech/Montgomery Executive altimeter setting. If local altimeter setting not received, use Virginia Tech/ Montgomery Executive altimeter setting and increase all DAs/MDAs 40 feet.

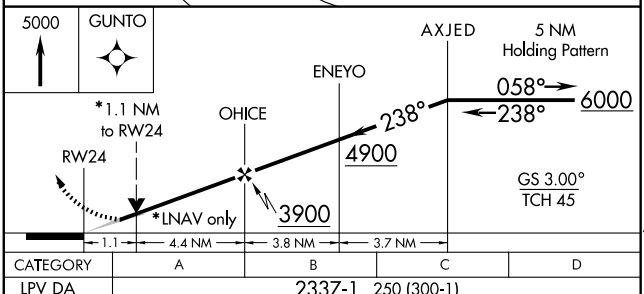
NA

MISSED APPROACH: Climb to 5000 direct GUNTO and hold.

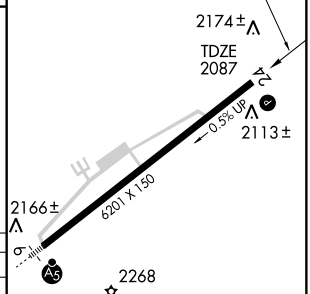
AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	**126.0 339.8**	**121.7**	**122.7** (CTAF) L

Procedure NA for arrival at ROA VORTAC on airway radials 248 CW 321, at PSK VORTAC on airway radials 021 CW 100, and at ZOOMS via V37 northbound and V258 northwest bound.





CATEGORY	A	B	C	D
LPV DA	2337-1 250 (300-1)			
LNAV/ VNAV DA	2346-1 259 (300-1)			
LNAV MDA	2460-1 373 (400-1)			2460-1¼ 373 (400-1¼)
CIRCLING	2620-1 515 (600-1)		2660-1½ 555 (600-1½)	2680-2 575 (600-2)



HIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3. 22 OCT 2009 to 19 NOV 2009

VORTAC PSK 116.8 Chan 115	APP CRS 031°	Rwy Idg 6201 TDZE 2105 Apt Elev 2105

VOR/DME or GPS RWY 6

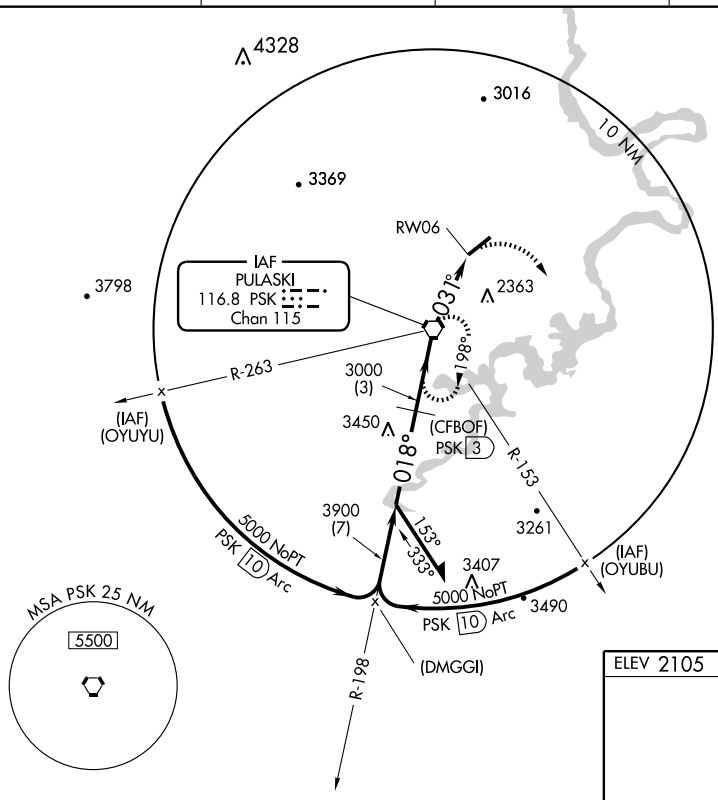
DUBLIN/ NEW RIVER VALLEY (PSK)

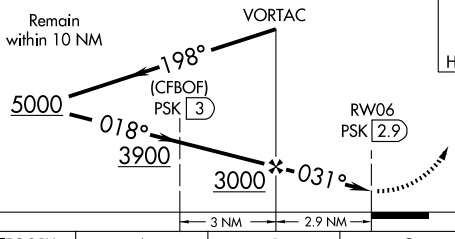
Inoperative table does not apply.

MALSR

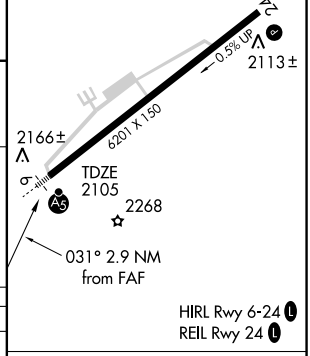
MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L





5000 HDG 120°	PSK 116.8



HIRL Rwy 6-24 L
REIL Rwy 24 L

CATEGORY	A	B	C	D
S-6	2620-1	515 (600-1)	2620-1½ 515 (600-1½)	2620-1¾ 515 (600-1¾)
CIRCLING	2620-1	515 (600-1)	2620-1½ 515 (600-1½)	2680-2 575 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC PSK 116.8 Chan 115	APP CRS 031°	Rwy Idg 6201 TDZE N/A Apt Elev 2105

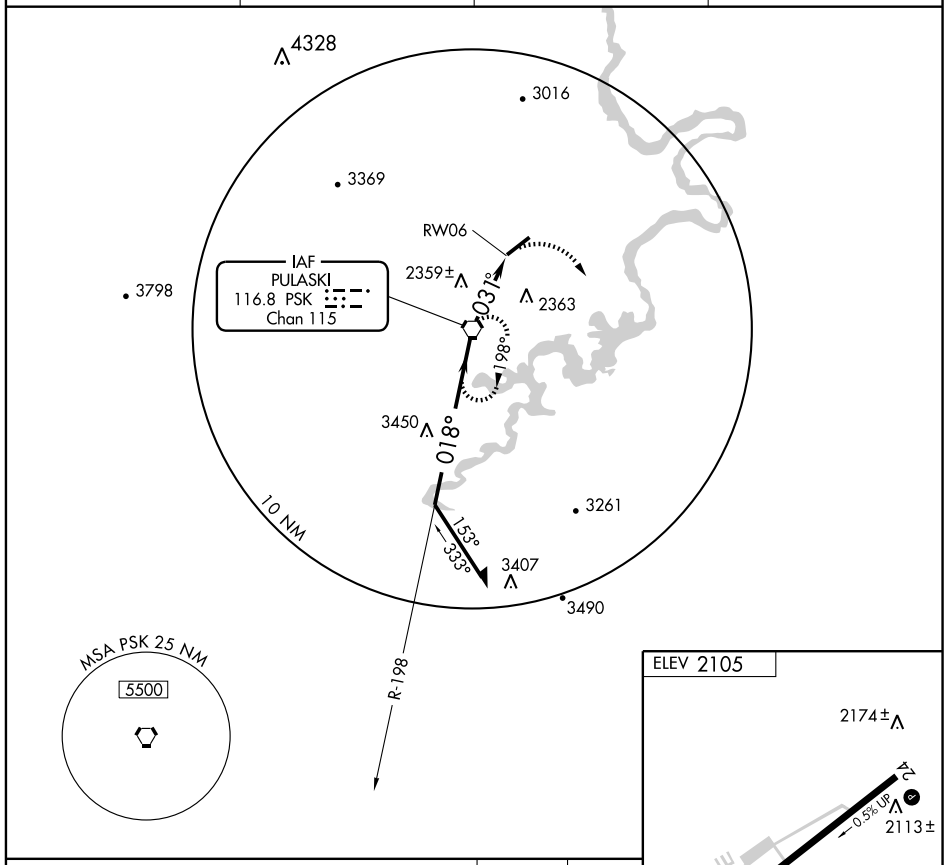
VOR or GPS-A

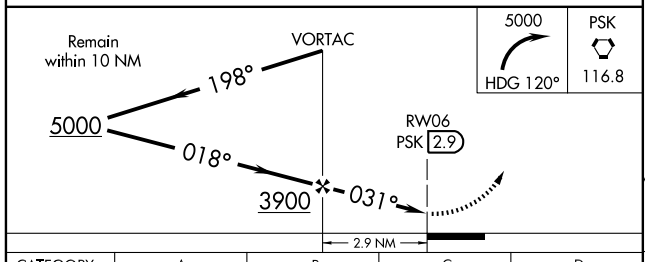
DUBLIN/ NEW RIVER VALLEY (PSK)

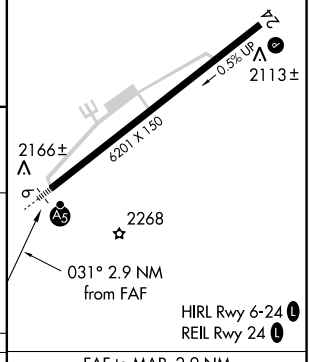
MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 120° then direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	2740-1 635 (700-1)		2740-1¾ 635 (700-1¾)	2740-2¼ 635 (700-2¼)

FAF to MAP 2.9 NM

Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3. 22 OCT 2009 to 19 NOV 2009

LOC I-EMV	APP CRS	Rwy Idg	5010
108.75	335°	TDZE	121
		Apt Elev	127

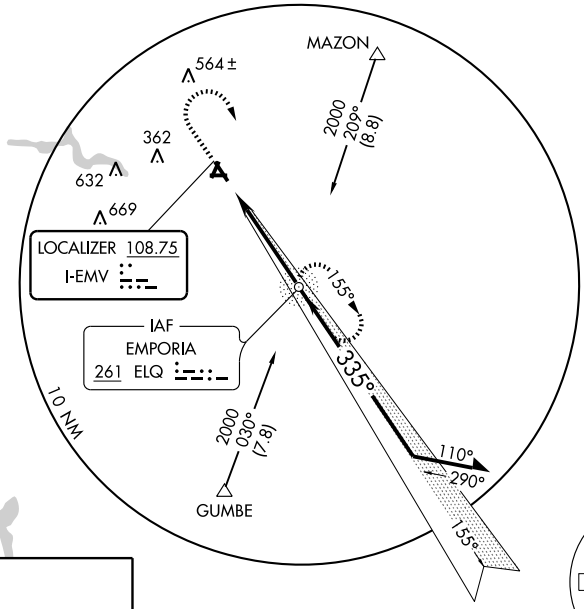
LOC RWY 33

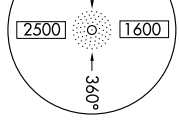
EMPORIA-GREENSVILLE RGNL (EMV)

NA

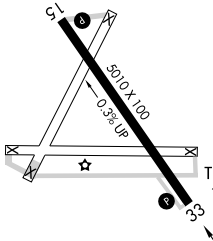
MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct ELQ NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L





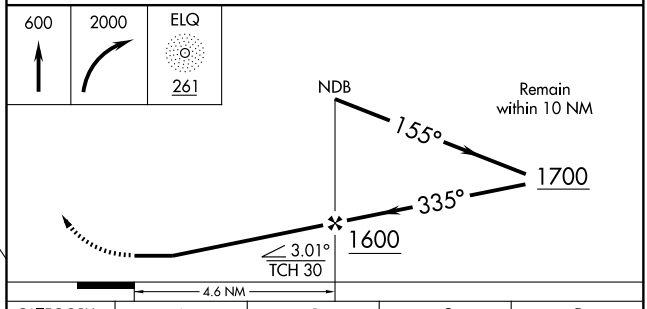
ELEV 127



REIL Rwys 15 and 33 L

MIRL Rwy 15-33 L

ADF REQUIRED



FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

CATEGORY	A	B	C	D
S-LOC 33	420-1 299 (300-1)		NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5010
155°	TDZE	127
	Apt Elev	127

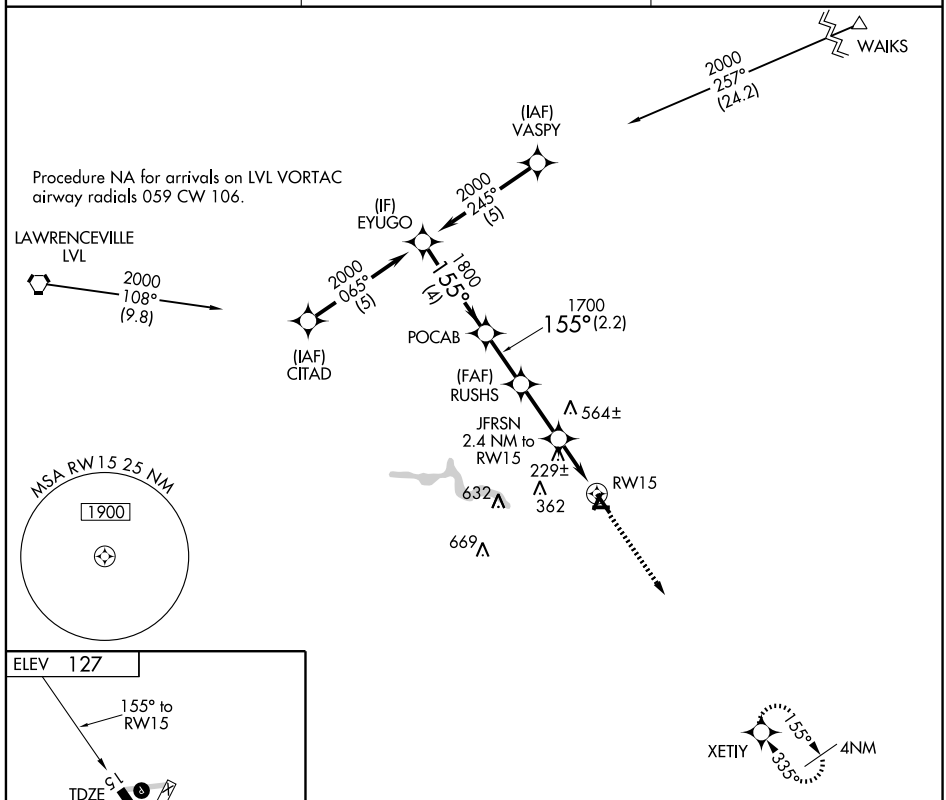
RNAV (GPS) RWY 15

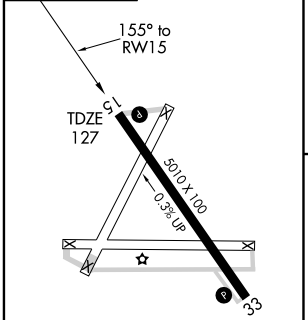
EMPORIA-GREENSVILLE RGNL (EMV)

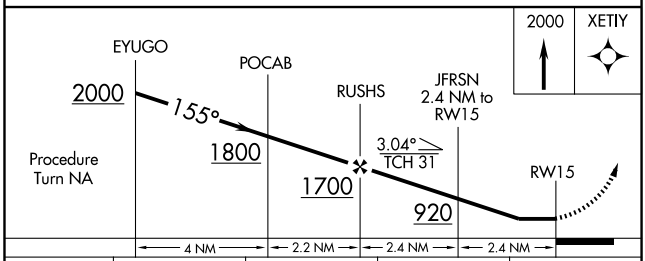
Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ahoskie altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 direct XETIY and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1	353 (400-1)	NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

NE-3, 22 OCT 2009 to 19 NOV 2009

EMPORIA, VIRGINIA

AL-5534 (FAA)

APP CRS	Rwy Idg	5010
335°	TDZE	121
	Apt Elev	127

RNAV (GPS) RWY 33

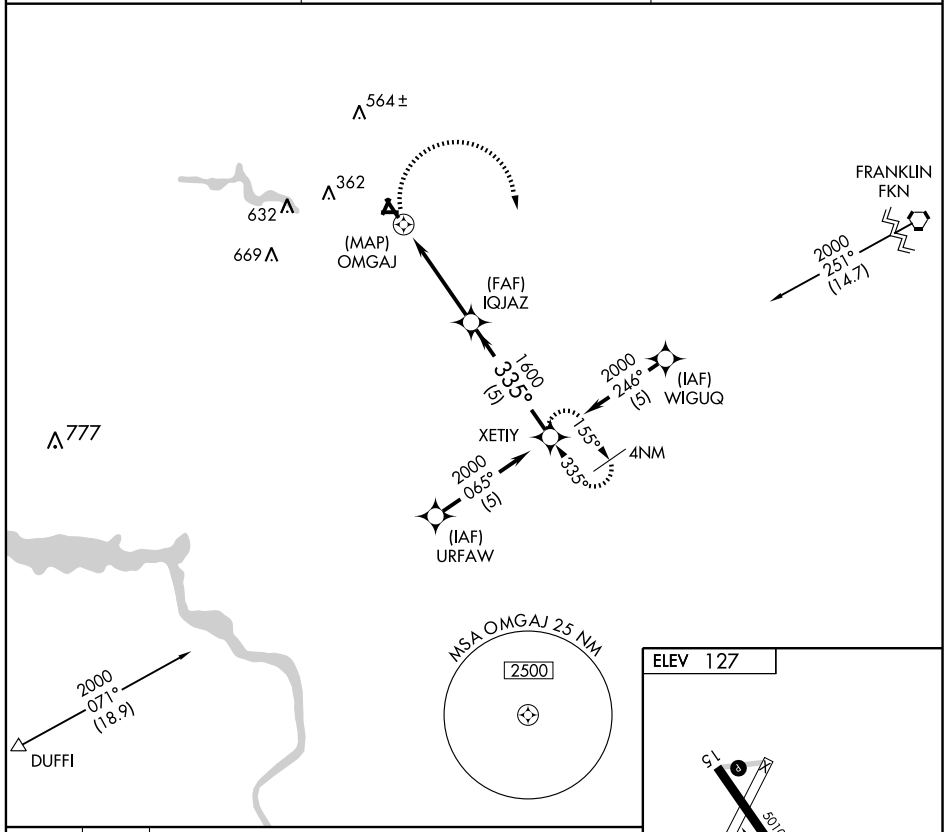
EMPORIA-GREENSVILLE RGNL (EMV)

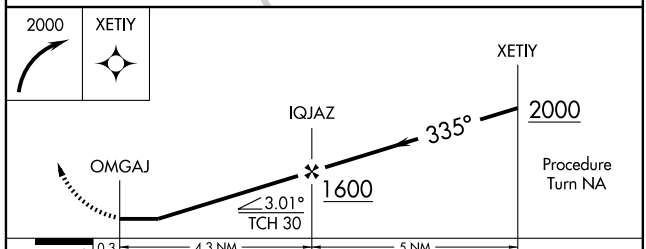
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

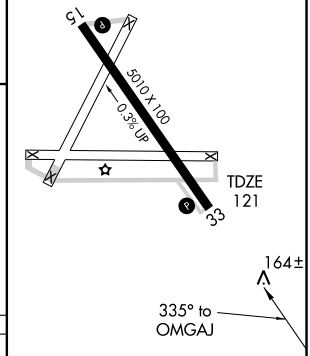
MISSED APPROACH: Climbing right turn to 2000 direct XETIY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	420-1 299 (300-1)		NA	
CIRCLING	560-1 433 (500-1)	580-1 453 (500-1)	NA	



REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

NE-3, 22 OCT 2009 to 19 NOV 2009

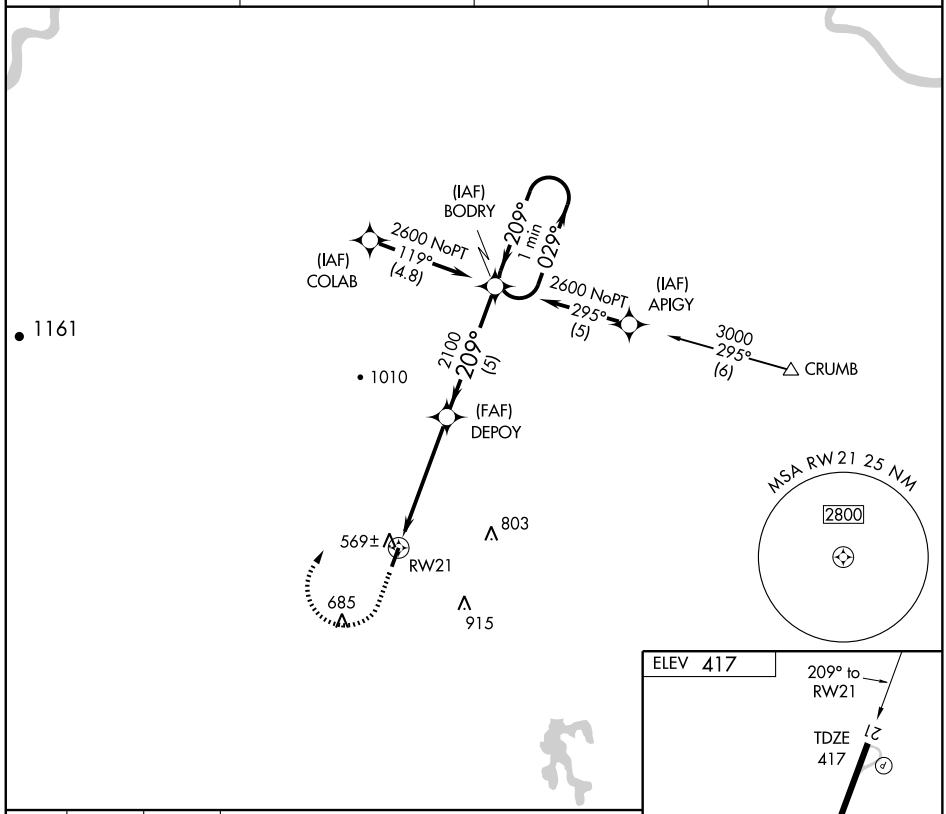
APP CRS	Rwy Idg	4400
209°	TDZE	417
	Apt Elev	417

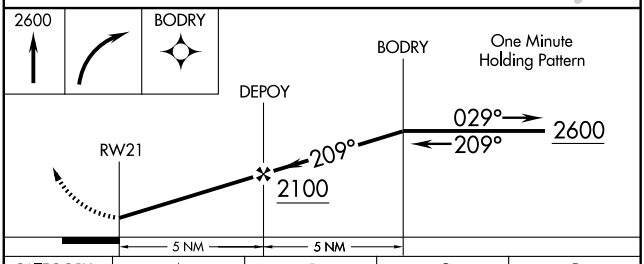
GPS RWY 21
FARMVILLE RGNL (FVX)

NA

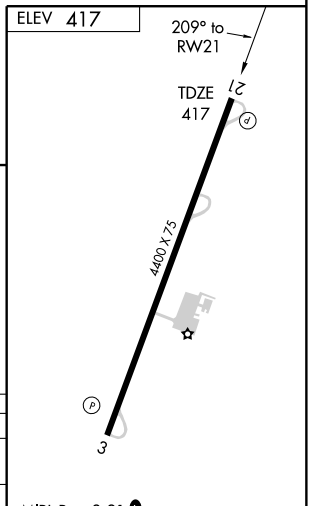
MISSED APPROACH: Climb to 2600 then right turn direct BODRY WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM	GCO
132.725	135.4 263.1	122.8 (CTAF) L	135.075





CATEGORY	A	B	C	D
S-21	820-1	403 (500-1)	820-1¼ 403 (500-1¼)	NA
CIRCLING	900-1	483 (500-1)	920-1½ 503 (600-1½)	NA



MIRL Rwy 3-21 L

NE-3. 22 OCT 2009 to 19 NOV 2009

NDB FVX 367	APP CRS 039°	Rwy Idg 4400 TDZE 410 Apt Elev 417

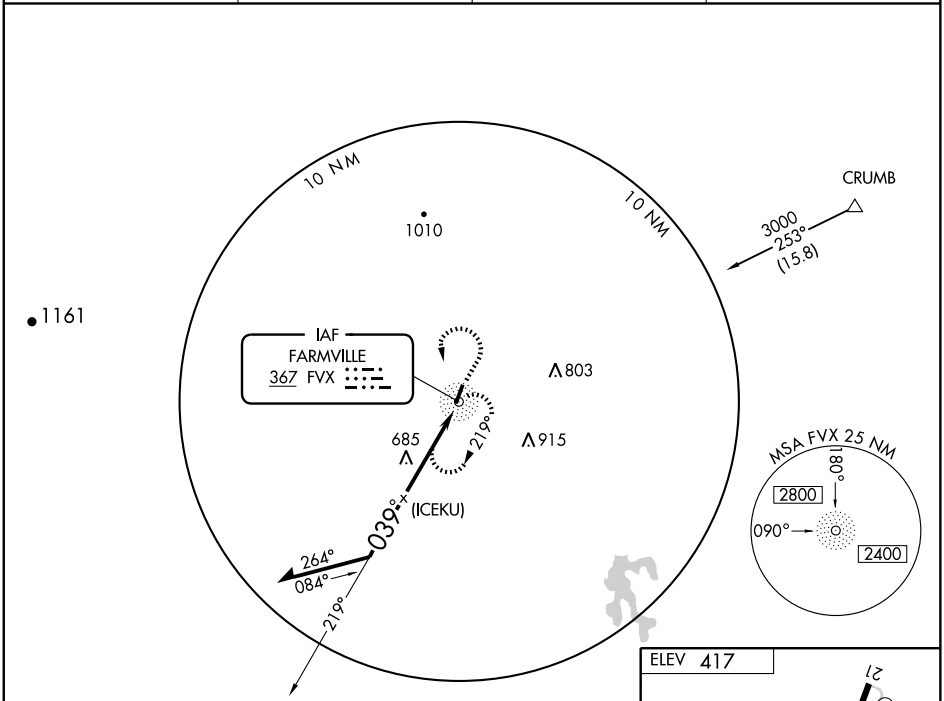
NDB or GPS RWY 3

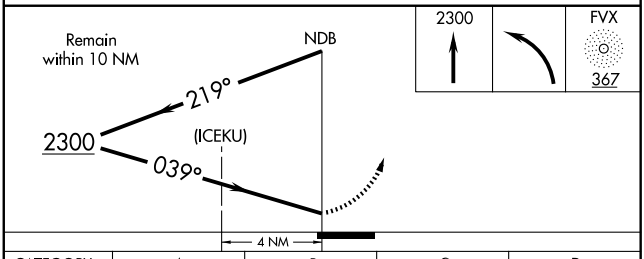
FARMVILLE RGNL (FVX)

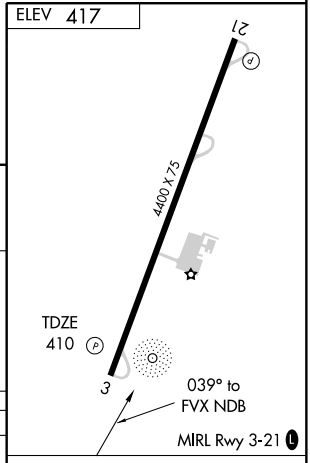
NA

MISSED APPROACH: Climb to 2300, then left turn direct FVX NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM	GCO
132.725	135.4 263.1	122.8 (CTAF) L	135.075



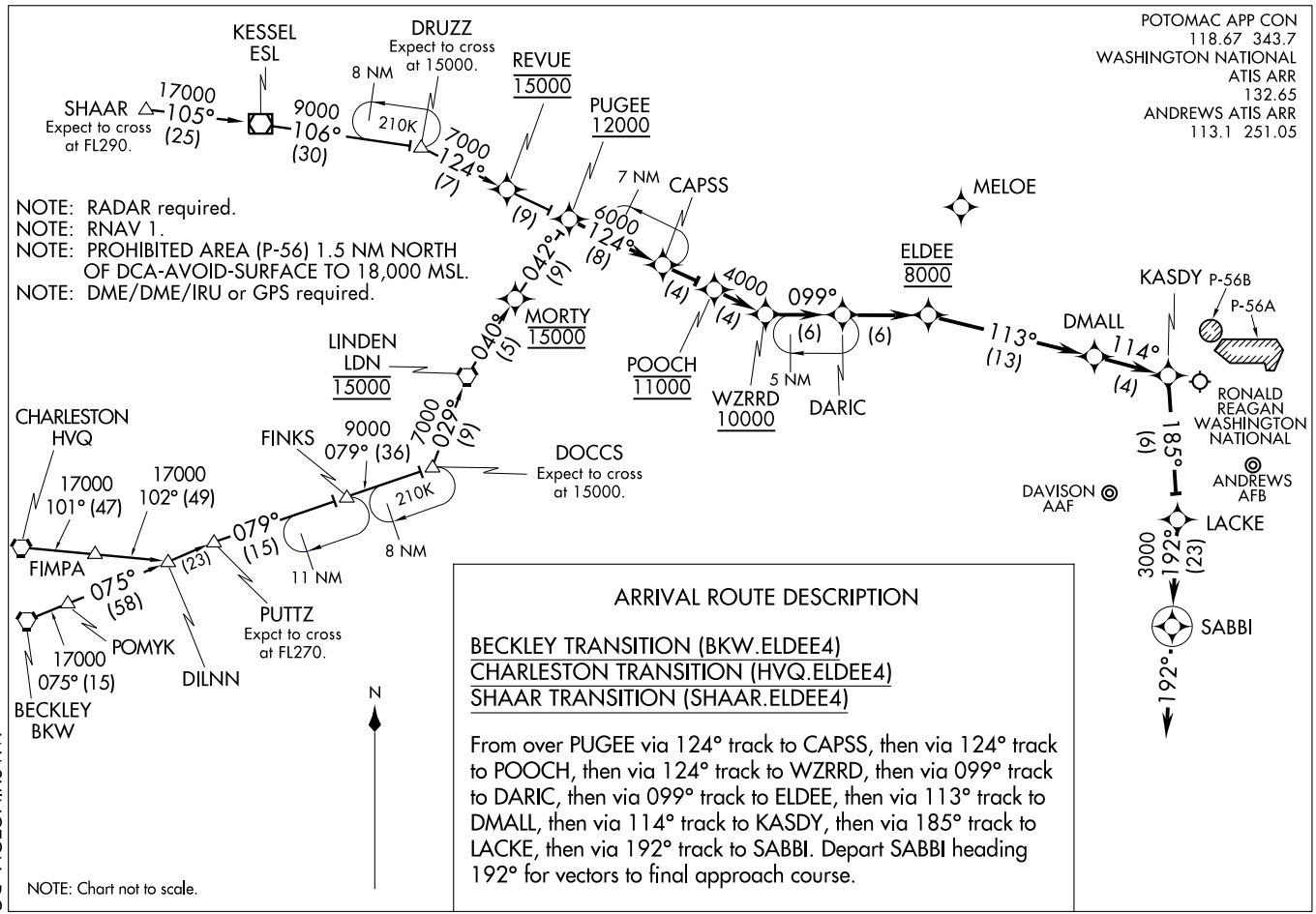




CATEGORY	A	B	C	D
S-3	1220-1 810 (900-1)	1220-1¼ 810 (900-1¼)	1220-2¼ 810 (900-2¼)	NA
CIRCLING	1220-1 803 (900-1)	1220-1¼ 803 (900-1¼)	1220-2¼ 803 (900-2¼)	NA

Knots	60	90	120	150	180
Min:Sec					

NE-3, 22 OCT 2009 to 19 NOV 2009


ELDEE FOUR ARRIVAL (RNAV)
(ELDEE.ELDEE4) 09015
ST-443 (FAA)
WASHINGTON, DC
POTOMAC APP CON
118.67 343.7
WASHINGTON NATIONAL
ATIS ARR
132.65
ANDREWS ATIS ARR
113.1 251.05
KESSEL
ESL
DRUZZ
Expect to cross at 15000.
REVUE
15000
PUGEE
12000
CAPSS
MELOE
ELDEE
8000
KASDY
P-56B
P-56A
DMALL
RONALD REAGAN WASHINGTON NATIONAL
ANDREWS AFB
DAVISON AAF
LACKE
SABBI
SHAAR
Expect to cross at FL290.
17000
105° (25)
9000
106° (30)
8 NM
210K
7000
124° (7)
(9)
7 NM
6000
124° (8)
(4)
4000
099°
(6)
(6)
5 NM
042° (9)
040° (5)
MORTY
15000
LINDEN
LDN
15000
POOCH
11000
WZRRD
10000
DARIC
113° (13)
114° (4)
185° (9)
3000
192° (23)
192°
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA-AVOID-SURFACE TO 18,000 MSL.
NOTE: DME/DME/IRU or GPS required.
CHARLESTON
HVQ
17000
101° (47)
17000
102° (49)
FIMPA
075° (58)
17000
075° (15)
BECKLEY
BKW
POMYK
DILNN
079° (15)
(23)
PUTTZ
Expct to cross at FL270.
11 NM
FINKS
9000
079° (36)
7000
029° (9)
210K
8 NM
DOCCS
Expect to cross at 15000.
N
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION
BECKLEY TRANSITION (BKW.ELDEE4)
CHARLESTON TRANSITION (HVQ.ELDEE4)
SHAAR TRANSITION (SHAAR.ELDEE4)
From over PUGEE via 124° track to CAPSS, then via 124° track to POOCH, then via 124° track to WZRRD, then via 099° track to DARIC, then via 099° track to ELDEE, then via 113° track to DMALL, then via 114° track to KASDY, then via 185° track to LACKE, then via 192° track to SABBI. Depart SABBI heading 192° for vectors to final approach course.

ILS or LOC RWY 32

LOC I-DAA	APCH CRS	Rwy ldg	4727
108.9	322°	TDZE	68
		Arpt Elev	73

AL-5504 [USA]

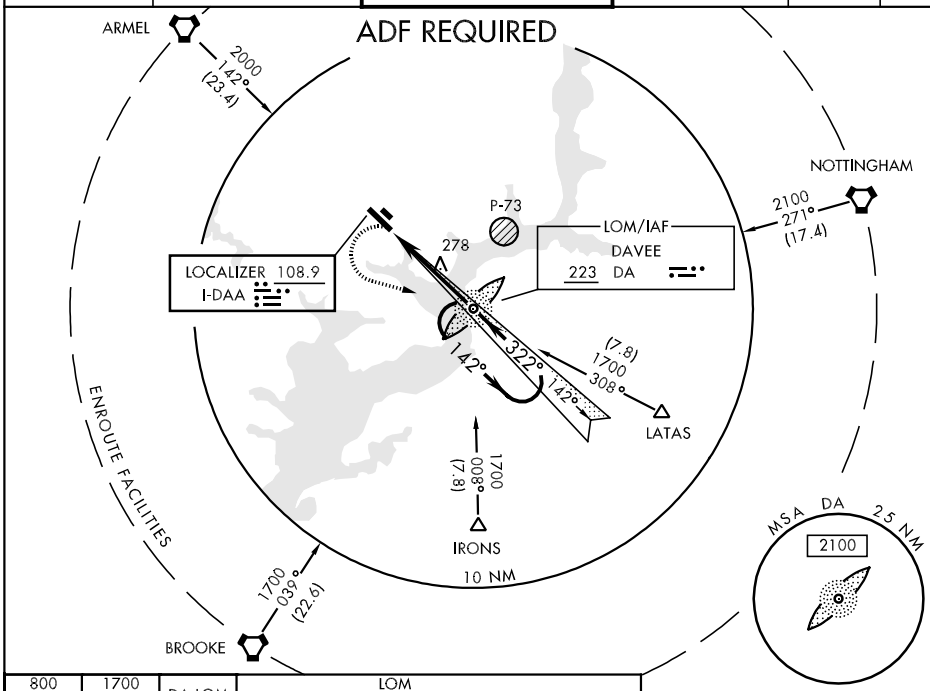
DAVISON AAF (KDAA)

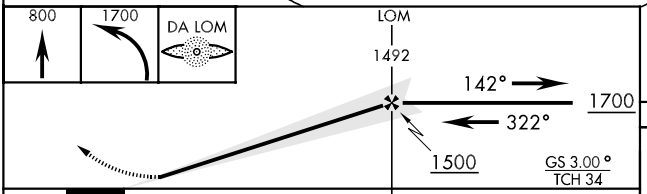
* For inoperative MALSF, increase S-LOC 32 CAT D visibility to 1½ miles.
** If local altimeter setting not received, use Washington National altimeter setting.

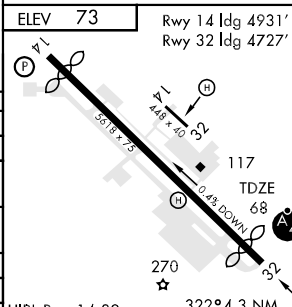
MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 1700 direct to DA LOM and hold.

ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) L 229.4	121.9 245.2	245.2	







CATEGORY	A	B	C	D
S-ILS 32	337/50 269 (300-1)			
S-LOC 32 *	540/40 472 (500-¾)		540/50 472 (500-1)	540/60 472 (500-1¼)
CIRCLING	740-1 667 (700-1)		740-1 ¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
S-PAR 32	333/40 265 (300-¾) GS 3.00°			
** WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-ILS 32	351/50 283 (300- 1)			
S-LOC 32 *	580/40 512 (600-¾)		580/60 512 (600-1¼)	580-1½ 512 (600-1½)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-3, 22 OCT 2009 to 19 NOV 2009

NDB RWY 32

DA LOM	APCH CRS	Rwy ldg	4727
223	323°	TDZE	68
		Arpt Elev	73

AL-5504 [USA]

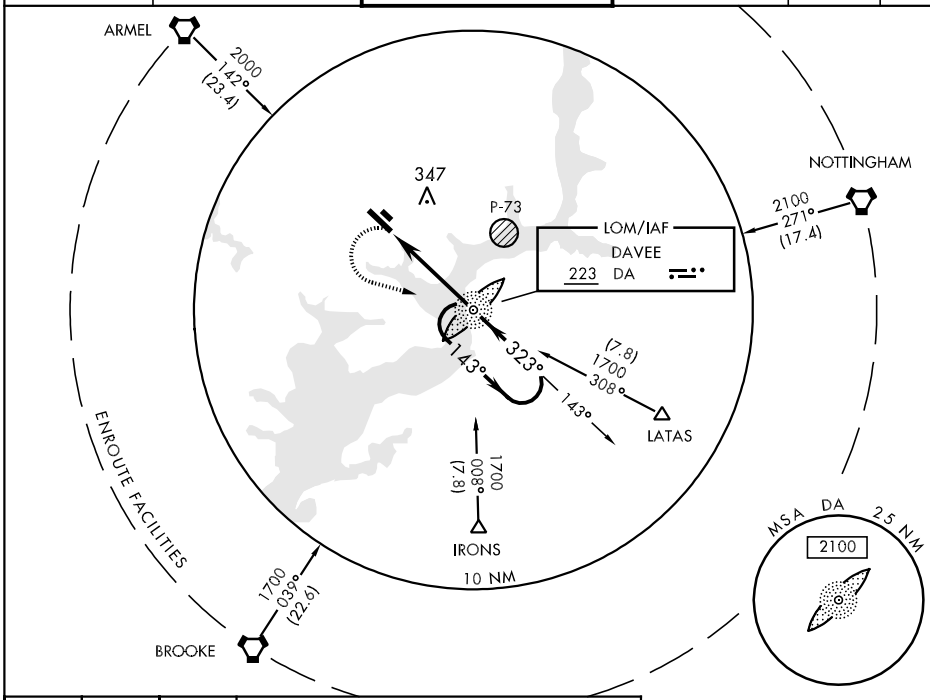
DAVISON AAF (KDAA)

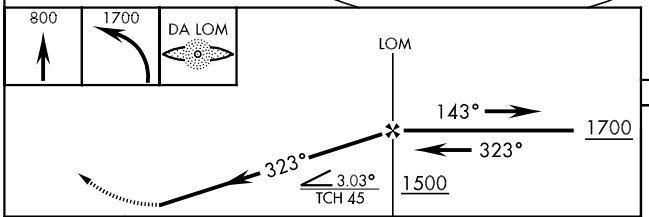
* For inop MALSF, increase S-32 CAT D vis to 2¼ miles.
** If local altimeter setting not received, use Washington National altimeter setting.

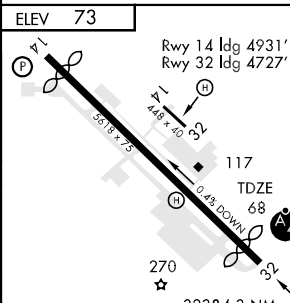
MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 1700 direct DA LOM and hold.

ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) 229.4	121.9 245.2	245.2	







CATEGORY	A	B	C	D
S-32 *	740/40 672 (700-¾)		740-1¾ 672 (700-1¾)	740-2 672 (700-2)
CIRCLING	740-1 667 (700-1)		740-1 ¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
S-PAR 32	333/40 265 (300-¾) GS 3.00°			
** WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-32 *	780/40 712 (800-¾)		780-1¾ 712 (800-1¾)	780-2 712 (800-2)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	4931
142°	TDZE	60
	Arpt Elev	73

AL-5504 [USA]

DAVISON AAF (KDAA)

* If local altimeter setting not received, use Washington National altimeter setting.

N/A

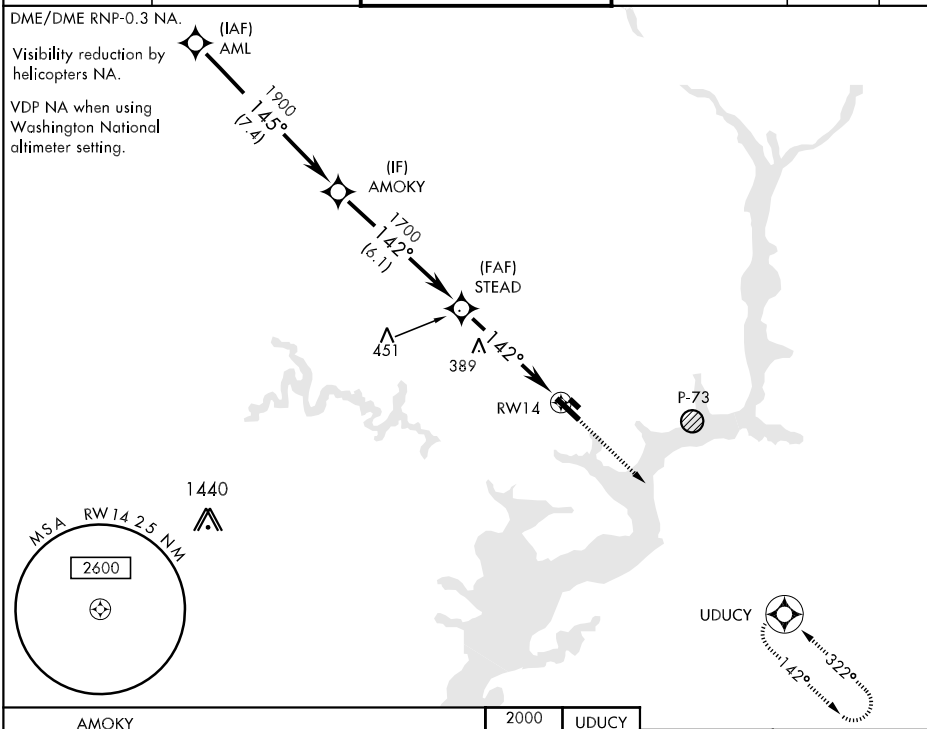
MISSED APPROACH: Climb to 2000 direct UDUCY and hold.

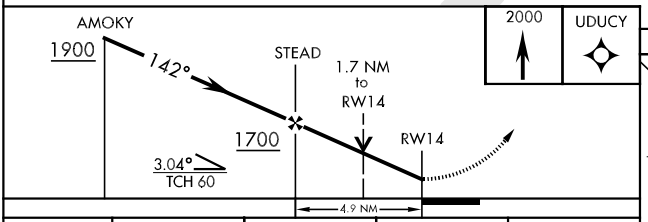
ATIS	POTOMAC APP CON	DAVISON TOWER *	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) 229.4	121.9 245.2	245.2	

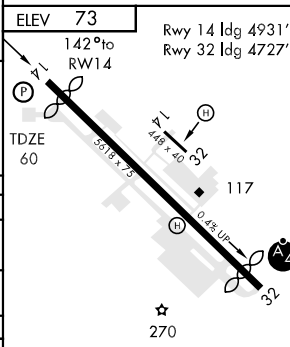
DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA.

VDP NA when using Washington National altimeter setting.







CATEGORY	A	B	C	D
LNAV MDA	660-1 600 (600-1)		660-1½ 600 (600-1½)	660-1¾ 600 (600-1¾)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
S-PAR 14	635-2 575 (600-2) GS 3.00°			
* WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	680-1 620 (700-1)		680-1¾ 620 (700-1¾)	680-2 620 (700-2)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)

HIRL Rwy 14-32
REIL Rwy 32

NE-3, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 32

APCH CRS	Rwy ldg	4727
323°	TDZE	68
	Arpt Elev	73

AL-5504 [USA]

DAVISON AAF (KDAA)

* For inop MALSF, increase CAT D vis to 1½ miles.
** If local altimeter setting not received, use Washington National altimeter setting.

MALSF

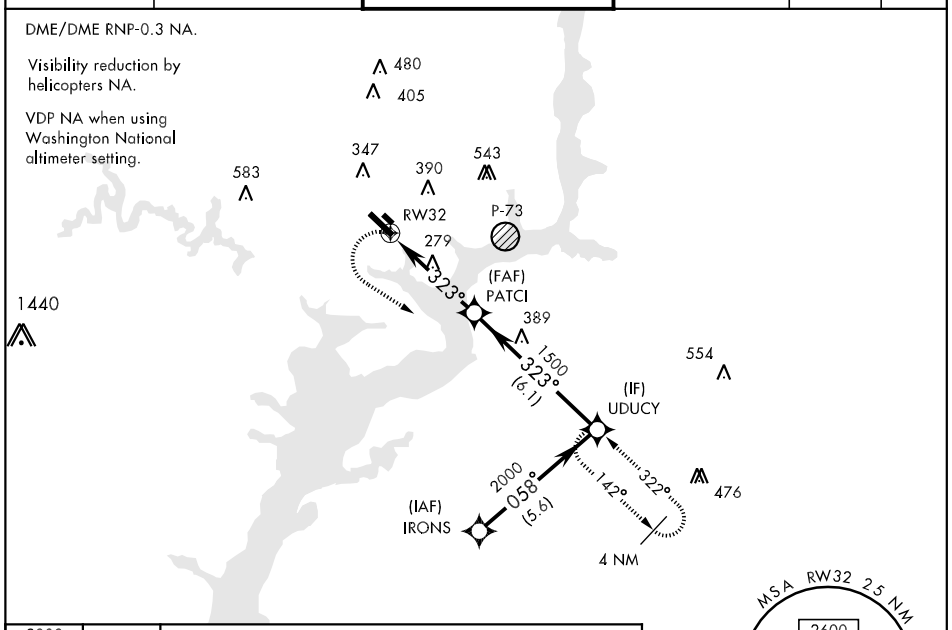
MISSED APPROACH: Climbing left turn to 2000 direct UDUCY and hold.

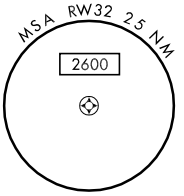
ATIS	POTOMAC APP CON	DAVISON TOWER *	GND CON	CLNC DEL	PAR
128.175 230.0	119.85 322.3	126.3 (CTAF) 229.4	121.9 245.2	245.2	

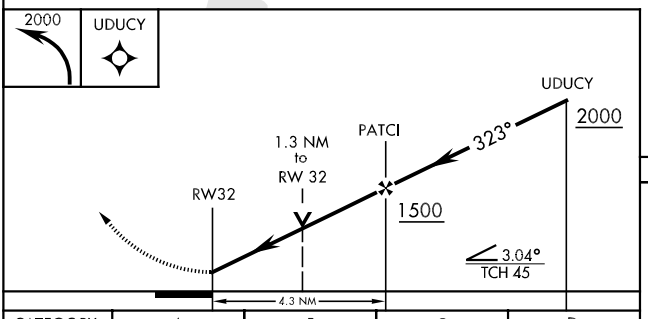
DME/DME RNP-0.3 NA.

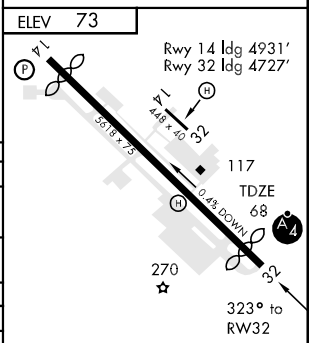
Visibility reduction by helicopters NA.

VDP NA when using Washington National altimeter setting.





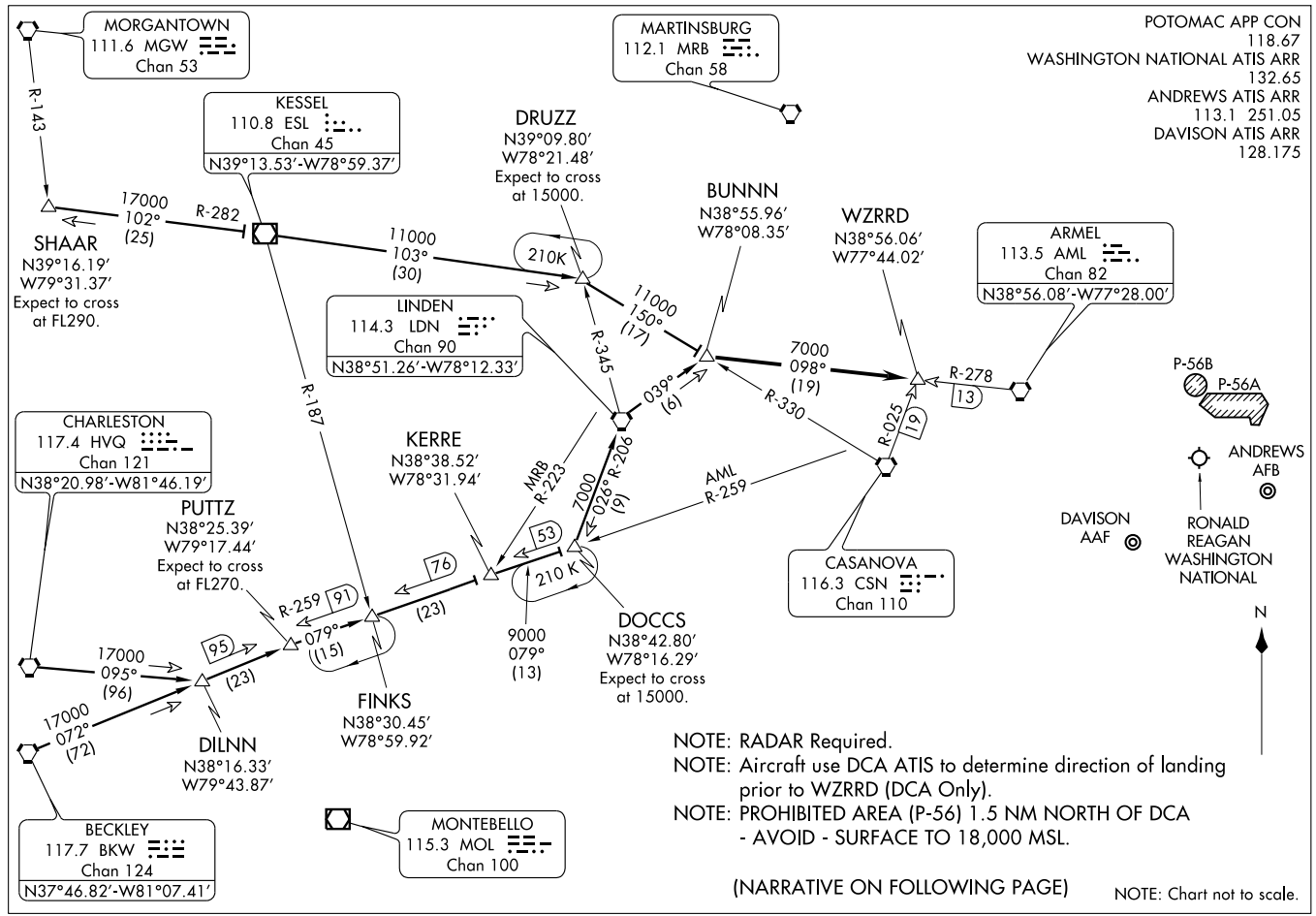




CATEGORY	A	B	C	D
LNAV MDA *	540/40 472 (500-¾)		540/50 472 (500-1)	540/60 472 (500-1¼)
CIRCLING	740-1 667 (700-1)		740-1¾ 667 (700-1¾)	760-2¼ 687 (700-2¼)
S-PAR 32 *	333/40 265 (300-¾) GS 3.00°			
** WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA *	580/40 512 (600-¾)		580/60 512 (600-1¼)	580-1½ 512 (600-1½)
CIRCLING	780-1 707 (800-1)		780-2 707 (800-2)	800-2¼ 727 (800-2¼)

HIRL Rwy 14-32
REIL Rwy 32

NE-3, 22 OCT 2009 to 19 NOV 2009


MORGANTOWN
111.6 MGW
Chan 53
MARTINSBURG
112.1 MRB
Chan 58
POTOMAC APP CON
118.67
WASHINGTON NATIONAL ATIS ARR
132.65
ANDREWS ATIS ARR
113.1 251.05
DAVISON ATIS ARR
128.175
KESSEL
110.8 ESL
Chan 45
N39°13.53'-W78°59.37'
DRUZZ
N39°09.80'
W78°21.48'
Expect to cross
at 15000.
BUNNN
N38°55.96'
W78°08.35'
WZRRD
N38°56.06'
W77°44.02'
ARMEL
113.5 AML
Chan 82
N38°56.08'-W77°28.00'
SHAAR
N39°16.19'
W79°31.37'
Expect to cross
at FL290.
LINDEN
114.3 LDN
Chan 90
N38°51.26'-W78°12.33'
P-56B
P-56A
ANDREWS
AFB
CHARLESTON
117.4 HVQ
Chan 121
N38°20.98'-W81°46.19'
KERRE
N38°38.52'
W78°31.94'
PUTTZ
N38°25.39'
W79°17.44'
Expect to cross
at FL270.
DAVISON
AAF
RONALD
REAGAN
WASHINGTON
NATIONAL
CASANOVA
116.3 CSN
Chan 110
DOCCS
N38°42.80'
W78°16.29'
Expect to cross
at 15000.
FINKS
N38°30.45'
W78°59.92'
DILNN
N38°16.33'
W79°43.87'
BECKLEY
117.7 BKW
Chan 124
N37°46.82'-W81°07.41'
MONTEBELLO
115.3 MOL
Chan 100
N
R-143
17000
102°
(25)
R-282
11000
103°
(30)
210K
11000
150°
(17)
R-345
039°
(6)
7000
098°
(19)
R-330
R-278
13
R-025
19
R-187
MRB
R-223
7000
026°
(9)
R-206
AML
R-259
53
76
(23)
210 K
9000
079°
(13)
R-259
91
079°
(115)
95
(23)
17000
095°
(96)
17000
072°
(72)
NOTE: RADAR Required.
NOTE: Aircraft use DCA ATIS to determine direction of landing
prior to WZRRD (DCA Only).
NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA
- AVOID - SURFACE TO 18,000 MSL.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

WZRRD TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . .

SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN, thence . . . .

. . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

NE-3, 22 OCT 2009 to 19 NOV 2009

COPTER NDB RWY 14

NDB FAF	APCH CRS	Rwy ldg	3020
226	139°	TDZE	11
		Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

When local altimeter setting not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

ODALS

MISSED APPROACH: Climbing left turn to 1600 in FAF NDB holding pattern.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4

NOT FOR CIVIL USE

HOPEWELL
112.0 HPW
Chan 57

HARCUM
108.8 HCM
Chan 25

FRANKLIN
110.6 FKN
Chan 43

2000
174°
(19.1)

319°

2000
121°
(26.4)

184°

004°

Limit final and missed approach airspeed to 90 KIAS.

139°

319°

139°

366

230

334

IAF
FELKER
226 FAF

2000
046°
(31.7)

5 NM

MSA FAF 25 NM
1600
090°
270°
2300

ENROUTE FACILITIES

ELEV 11

139° 0.4 NM from NDB

TDZE 11

TWR 122

3020 x 75

133

32

HIRL Rwy 14-32 L

Remain within 5 NM

NDB

319°

1600

139°

1600 FAF

CATEGORY	COPTER
H-14	540-¾ 529 (600-¾)

NE-3, 22 OCT 2009 to 19 NOV 2009

FORT EUSTIS, VIRGINIA

COPTER RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	3020
139°	TDZE	11
	Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase MDA 20 feet. VDP NA when using Newport News/Williamsburg Intl altimeter setting. DME/DME RNP-0.3 NA

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct OGTOE and hold.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) 269.25	121.35 229.4

NOT FOR CIVIL USE

HARCUM

2000 183° (12.9)

(IAF) VARUC

2000 229° (3.0)

HOPEWELL

2000 131° (20.3)

RACOL

2000 049° (3.0)

1600 139° (3.0)

(FAF) WAVRA

Limit Final and Missed Approach airspeed to 90 KIAS.

229° 049°

(IAF) OGTOE

230

139°

RW14

124

2000 036° (29.4)

MSA RW14 25 NM

2300

FRANKLIN

ELEV 11

139° to RW14

TDZE 11

TWR 122

3020 x 75

133

32

VGSI and descent angles not coincident.

2000 OGTOE

RACOL

2000

139°

WAVRA

1600

1.2 NM to RW14

RW14

3.70° MDA

3.0 NM

CATEGORY	COPTER		
LNAV MDA	420-¾	409	(500-¾)

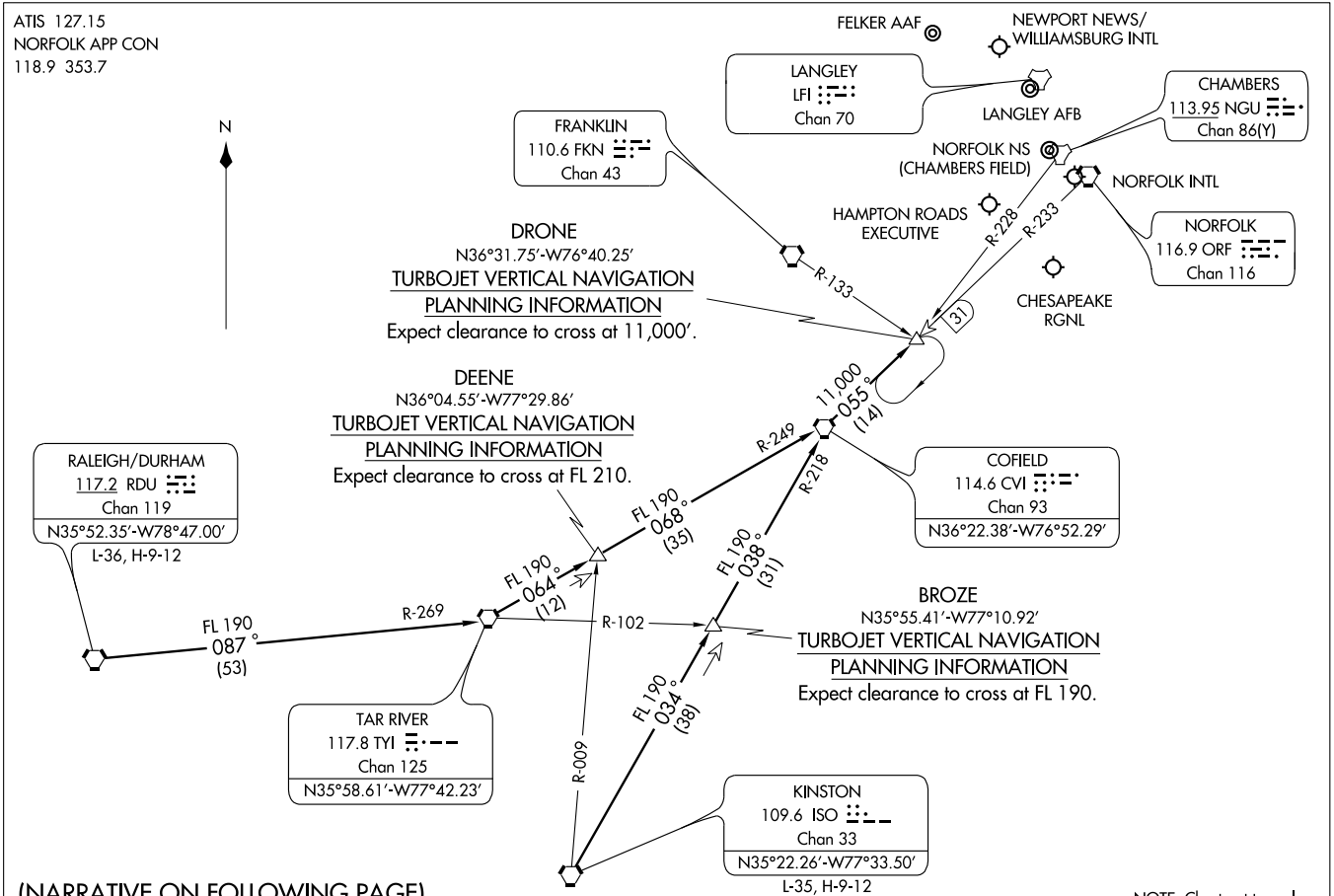
HIRL Rwy 14-32

NE-3, 22 OCT 2009 to 19 NOV 2009

FORT EUSTIS, VIRGINIA 37°08'N-76° 37'W FELKER AAF (KFAF)

Orig 09239

COPTER RNAV (GPS) RWY 14


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
FL 190
034°
(38)
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 22 OCT 2009 to 19 NOV 2009

NDB RWY 14

NDB FAF	APCH CRS	Rwy ldg	3020
226	129°	TDZE	11
		Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ Visibility reduction by helicopters NA.
When local altimeter setting not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 FT.

ODALS

MISSED APPROACH: Climbing left turn to 2000 in FAF NDB holding pattern.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4

NOT FOR CIVIL USE

HOPEWELL
112.0 HPW
Chan 57

HARCUM
108.8 HCM
Chan 25

FRANKLIN
110.6 FKN
Chan 43

2000
174°
(19.1)

2000
121°
(26.4)

2000
046°
(31.7)

ENROUTE FACILITIES

10 NM

309°
354°
174°
129°
309°
129°
230

530
366
437
370

IAF
FELKER
226 FAF

MSA FAF 2.5 NM
1600
090° 270°
2300

ELEV 11

2000
309°
NDB
129°
Remain within 10 NM

2000
FAF

129° 0.4 NM from NDB

TDZE 11

TWR 122

3020 x 75

133

32

HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-14	540-¾	529 (600-¾)	NA	
CIRCLING	540-1	529 (600-1)		

NE-3, 22 OCT 2009 to 19 NOV 2009

FORT EUSTIS, VIRGINIA

RNAV (GPS) RWY 14

APCH CRS	Rwy Idg	3020
139°	TDZE	11
	Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

⚠ When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting and increase all MDAs 20 FT. VDP NA when using Newport News/Williamsburg Intl for altimeter setting. Visibility reduction by helicopters NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct HUMAL and hold.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4

DME/DME RNP -0.3 NA.

IAF HOPEWELL 112.0 HPW Chan 57

IAF HARCUM 108.8 HCM Chan 25

NOT FOR CIVIL USE

PAKSE

2000 118° (16.3)

2000 208° (12.6)

2000 049° (5.0)

1600 139° (16.0)

(FAF) CATAS

(IAF) HUMAL

4 NM 229° 049°

2000 026° (29.0)

FRANKLIN

RW14

MSA RW 14 2.5 NM 2300

VGSI and descent angles not coincident.

2000 HUMAL

PAKSE 2000 139° 1600 CATAS 1.2 NM to RW14 RW14

3.04° TCH 40

4.8 NM

CATEGORY	A	B	C	D
LNAV MDA	420 - ¾ 409 (500-¾)		NA	
CIRCLING	440 - 1 429 (500-1)	480 - 1 469 (500- 1)	NA	

ELEV 11

139° to RW14

TDZE 11

TWR 122

3020 x 75

HIRL Rwy 14-32 L

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC HPW 112.0 Chan 57	APCH CRS 262°	Rwy Idg N/A TDZE N/A Arpt Elev 100

AL-2437 [USA]

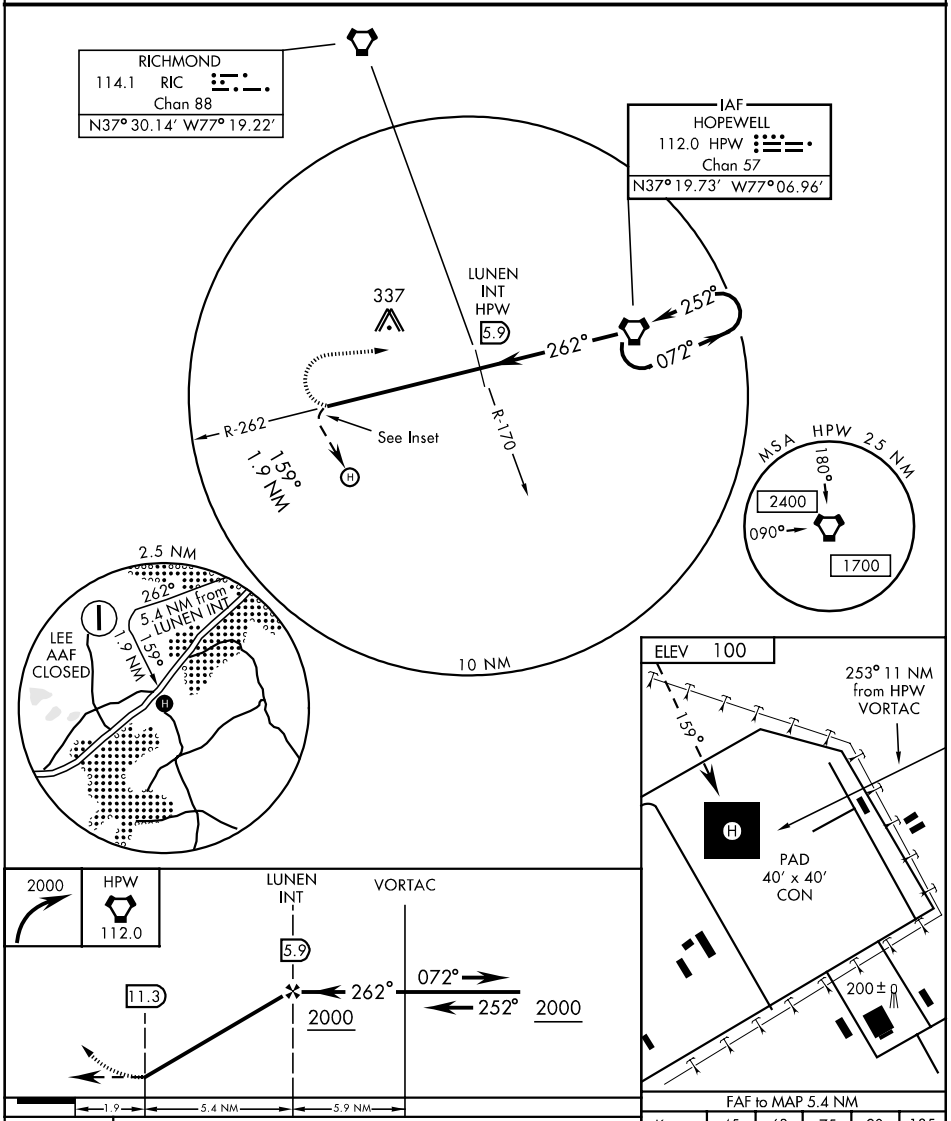
COPTER VOR 262°

FORT LEE HELIPAD NR. 3, VA (VA39)

NA Use Richmond altimeter setting.
Procedure not authorized at night.
Activate Helipad lights and make advsy on 126.2.
Proceed visually from MAP to landing area or conduct the specified missed approach.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

RICHMOND APP CON
126.4 319.8



CATEGORY	COPTER
H- 262°	680- ¾ 560 (600- ¾)

FAF to MAP 5.4 NM

Knots	45	60	75	90	105
Min:Sec	7:12	5:24	4:19	3:36	3:05

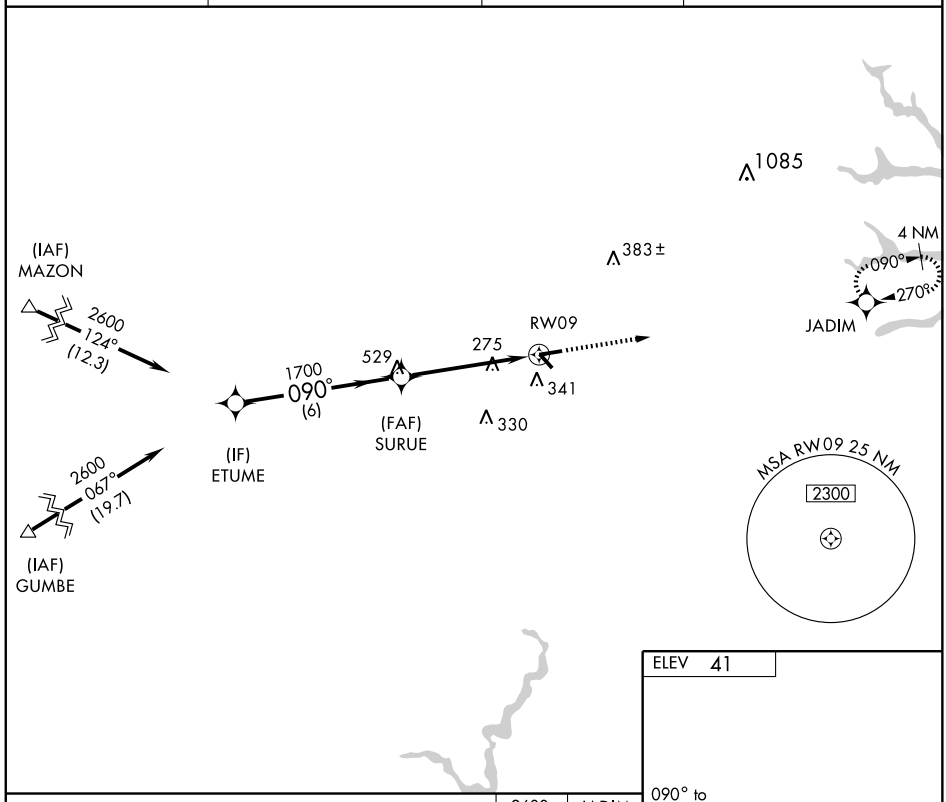
APP CRS	Rwy Idg	4977
090°	TDZE	35
	Apt Elev	41

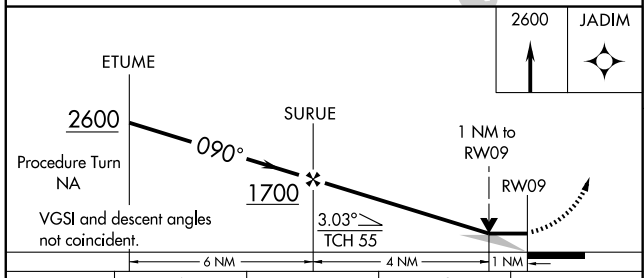
RNAV (GPS) RWY 9

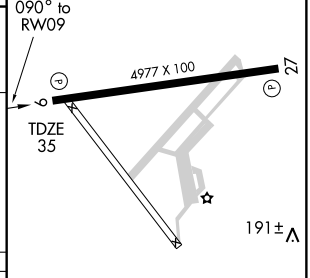
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

▼ GPS or RNP-0.3 required. ▲ NA DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2600 direct JADIM WP and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580 - 1	545 (600-1)	580 - 1½ 545 (600-1½)	580 - 1¾ 545 (600-1¾)
CIRCLING	700 - 1	659 (700-1)	700 - 1¾ 659 (700-1¾)	700 - 2 659 (700-2)

MIRL Rwy 9-27 L

NE-3, 22 OCT 2009 to 19 NOV 2009

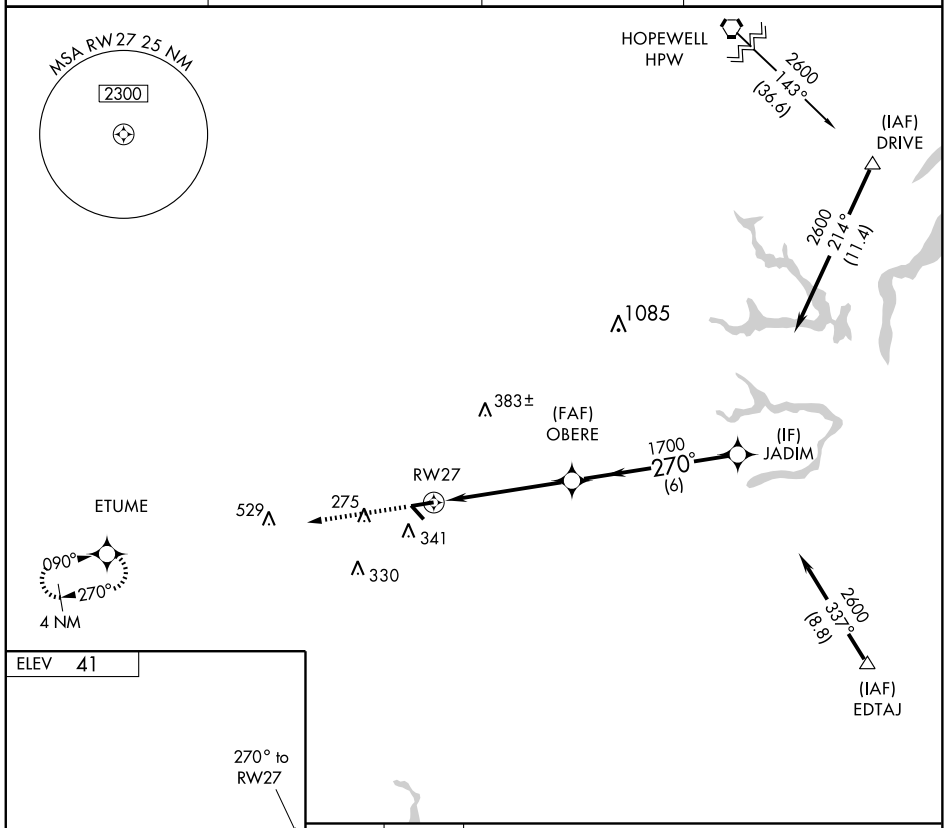
APP CRS	Rwy Idg	4977
270°	TDZE	41
	Apt Elev	41

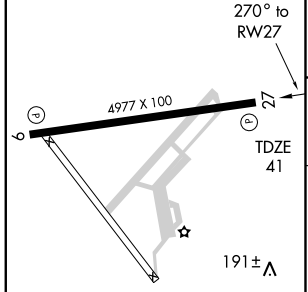
RNAV (GPS) RWY 27
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

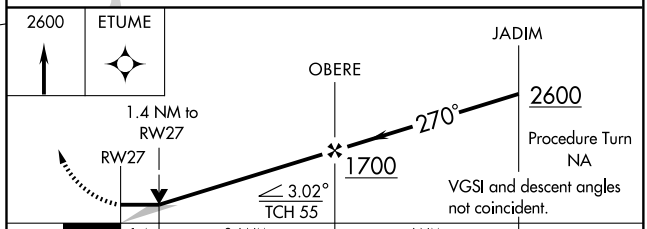
V NA — Inoperative table does not apply to LNAV Cat. C. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 direct ETUME WP and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	460-¾ 419 (500-¾)		460-1¼ 419 (500-1¼)	
CIRCLING	700-1 659 (700-1)		700-1¾ 659 (700-1¾)	700-2 659 (700-2)

MIRL Rwy 9-27 L

NE-3, 22 OCT 2009 to 19 NOV 2009

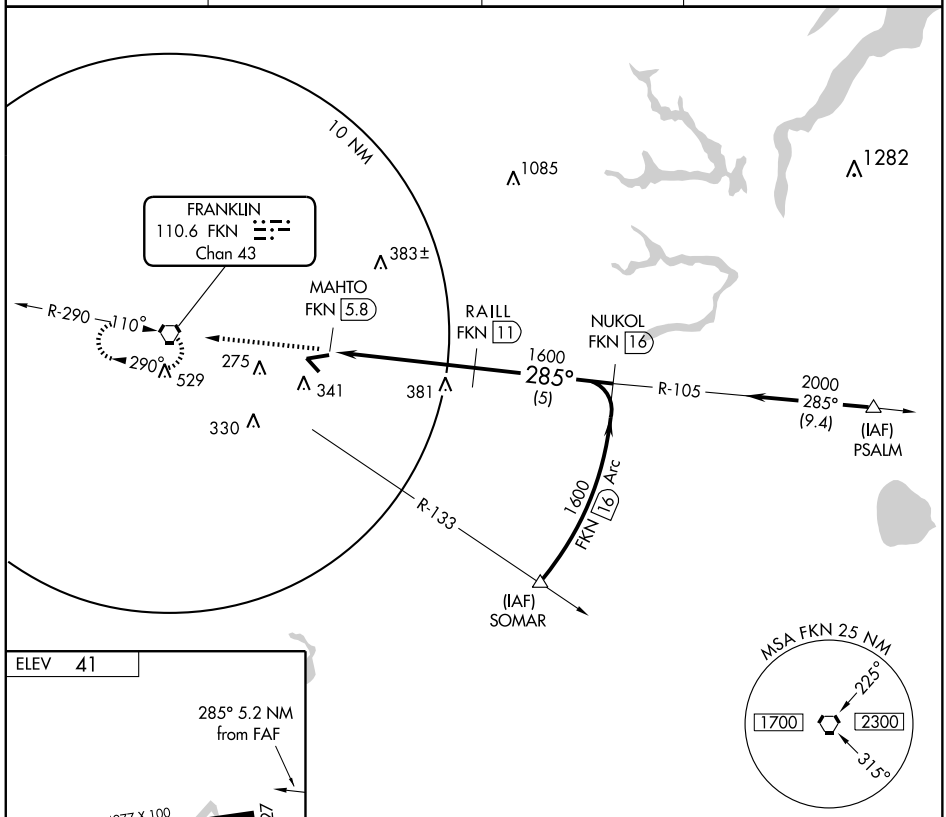
VORTAC FKN 110.6 Chan 43	APP CRS 285°	Rwy Idg 4977 TDZE 41 Apt Elev 41

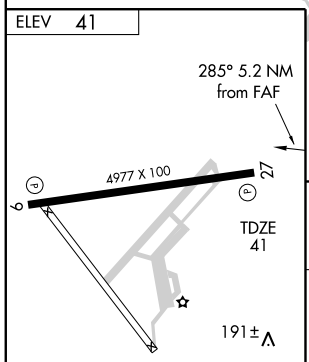
VOR/DME RWY 27

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

▼ ⚠ NA — Inoperative table does not apply to CAT C.	MISSED APPROACH: Climb to 1600 direct to FKN VORTAC and hold.

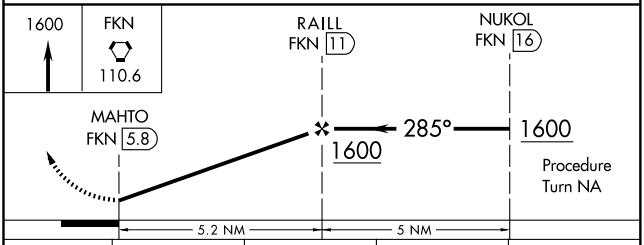
AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF) L





MIRL Rwy 9-27 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-27	640-¾ 599 (600-¾)		640-1½ 599 (600-1½)	640-1¾ 599 (600-1¾)
CIRCLING	700-1 659 (700-1)		700-1¾ 659 (700-1¾)	700-2 659 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC FKN	APP CRS	Rwy Idg	4977
110.6	110°	TDZE	35
Chan 43		Apt Elev	41

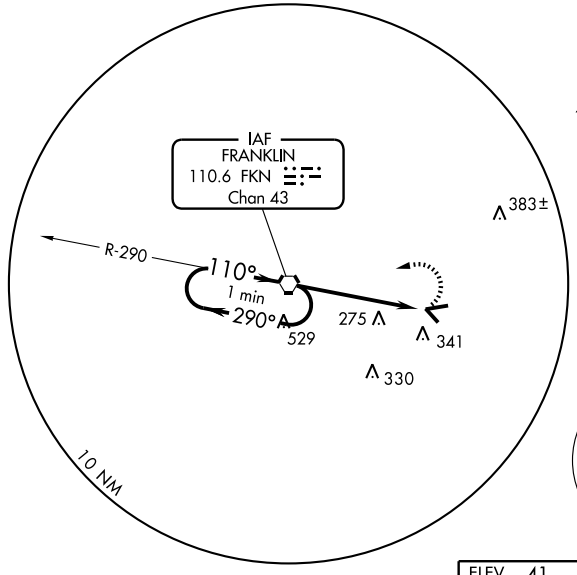
VOR RWY 9

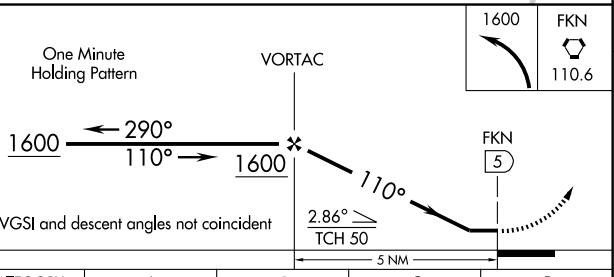
FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

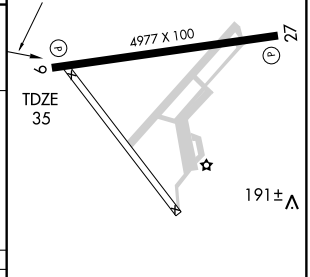
NA

MISSED APPROACH: Climbing left turn to 1600 direct FKN VORTAC and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
124.675	127.9 269.42	135.075	122.8 (CTAF)







CATEGORY	A	B	C	D
S-9	580-1	545 (600-1)	580-1½ 545 (600-1½)	580-1¾ 545 (600-1¾)
CIRCLING	700-1	659 (700-1)	700-1¾ 659 (700-1¾)	700-2 659 (700-2)

MIRL Rwy 9-27

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	2964
235°	TDZE	85
	Apt Elev	85

GPS RWY 24

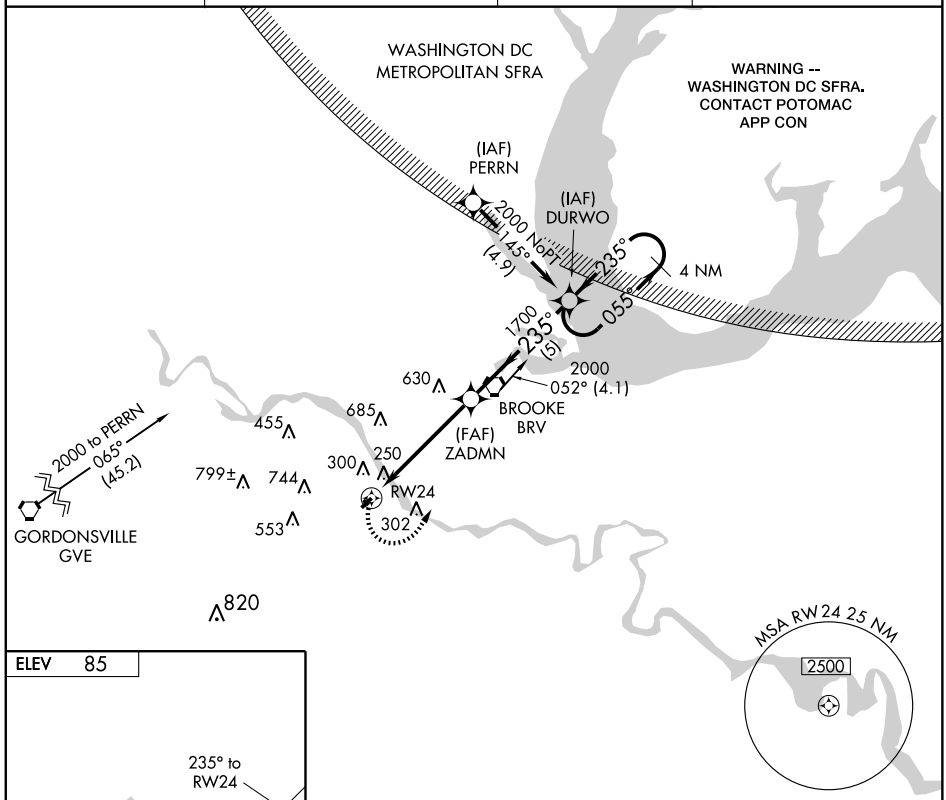
FREDERICKSBURG / SHANNON (EZF)

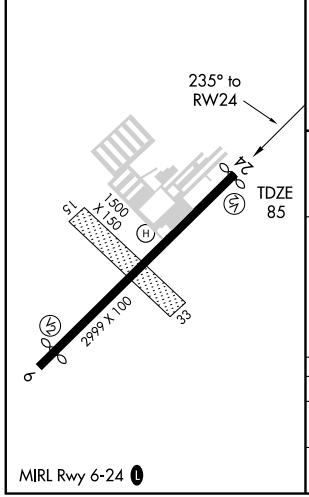
Visibility reduction by helicopters NA.

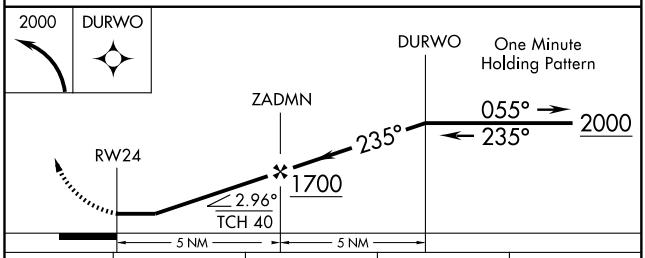
NA

MISSED APPROACH: Climbing left turn to 2000 direct DURWO WP and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
128.125	124.65 306.925	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-24	600-1 515 (600-1)		600-1 ½ 515 (600-1½)	NA
CIRCLING	640-1 555 (600-1)	660-1 575 (600-1)	660-1½ 575 (600-1½)	NA

MIRL Rwy 6-24 L

NE-3, 22 OCT 2009 to 19 NOV 2009

NDB EZF 237	APP CRS 237°	Rwy Idg 2964 TDZE 85 Apt Elev 85

NDB RWY 24

FREDERICKSBURG / SHANNON (EZF)

Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climbing left turn to 1900 in EZF NDB holding pattern.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
128.125	124.65 306.925	135.075	122.8 (CTAF) L

WARNING -- WASHINGTON DC SFRA. CONTACT POTOMAC APP CON

WASHINGTON DC METROPOLITAN SFRA

BROOKE
114.5 BRV
Chan 92

057°
282°
102°

470±
630
685
455
351
845
799±
744
300
237°
1900
237° (6.2)
410
553
057°
302
340±
IAF
SHANNON
237 EZF
820
524

10 NM

MSA EZF 25 NM
180°
2500
090°
2100

ELEV 85

237° to EZF NDB

TDZE 85

1500 X 150

2999 X 100

MIRL Rwy 6-24 L

1900 | EZF 237

NDB

Remain within 10 NM

057°

1900

237°

CATEGORY	A	B	C	D
S-24	1100-1¼ 1015 (1100-1¼)	1100-1½ 1015 (1100-1½)	1100-3 1015 (1100-3)	NA
CIRCLING	1100-1¼ 1015 (1100-1¼)	1100-1½ 1015 (1100-1½)	1100-3 1015 (1100-3)	NA

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	N/A
260°	TDZE	N/A
	Apt Elev	704

RNAV (GPS) -A

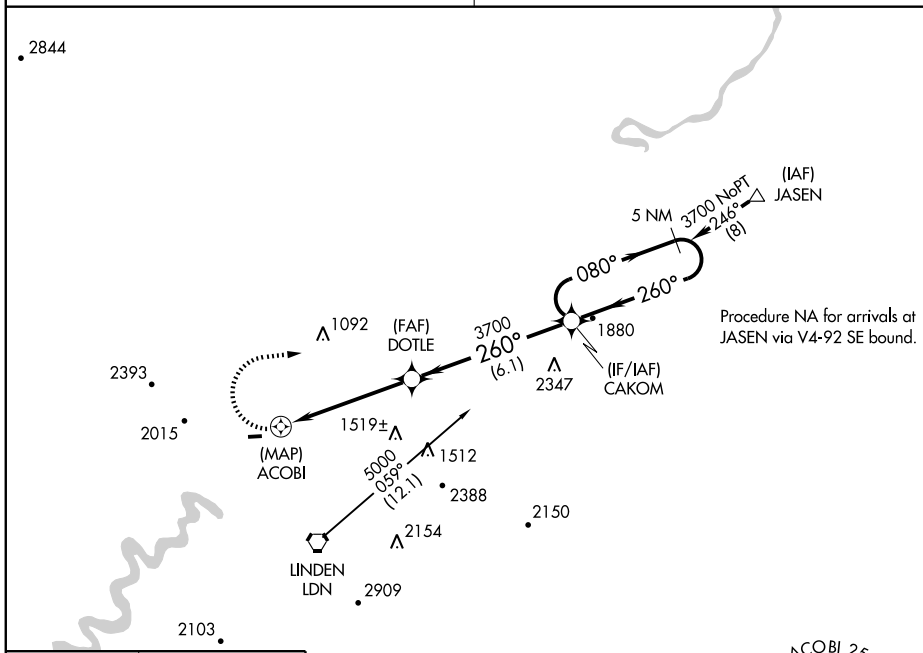
FRONT ROYAL-WARREN COUNTY (FRR)

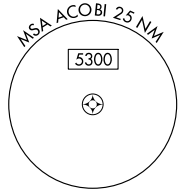
Use Winchester Rgnl altimeter setting; If not received use Eastern WV Rgnl/Shepherd Field altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

NA

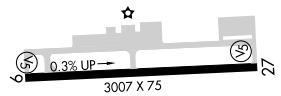
MISSED APPROACH: Climbing right turn to 3700 direct CAKOM and hold.

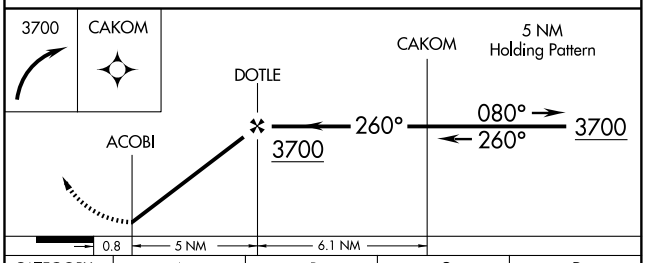
POTOMAC APP CON	UNICOM
120.45	123.0 (CTAF) L





ELEV 704





CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1116 (1200-1¼)	1820-1½ 1116 (1200-1½)	NA	

MIRL Rwy 9-27 L

NE-3, 22 OCT 2009 to 19 NOV 2009

NDB HLX 269	APP CRS 252°	Rwy Idg N/A TDZE N/A Apt Elev 2693

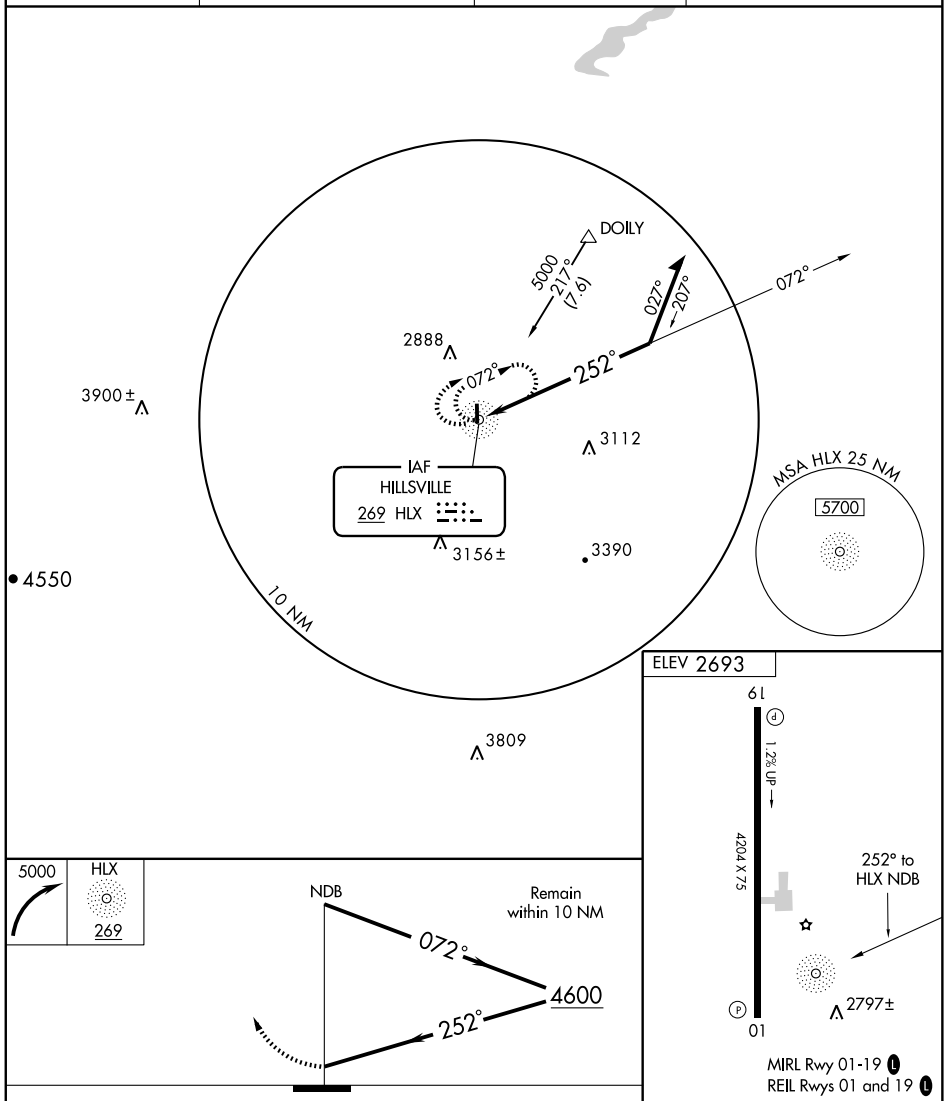
NDB-A

GALAX / TWIN COUNTY (HLX)

NA

MISSED APPROACH: Climbing right turn to 5000 in HLX NDB holding pattern.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
118.375	126.0 339.8	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	3480-1 787 (800-1)	3480-1¼ 787 (800-1¼)	3480-2¼ 787 (800-2¼)	3480-2½ 787 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4204
005°	TDZE	2693
	Apt Elev	2693

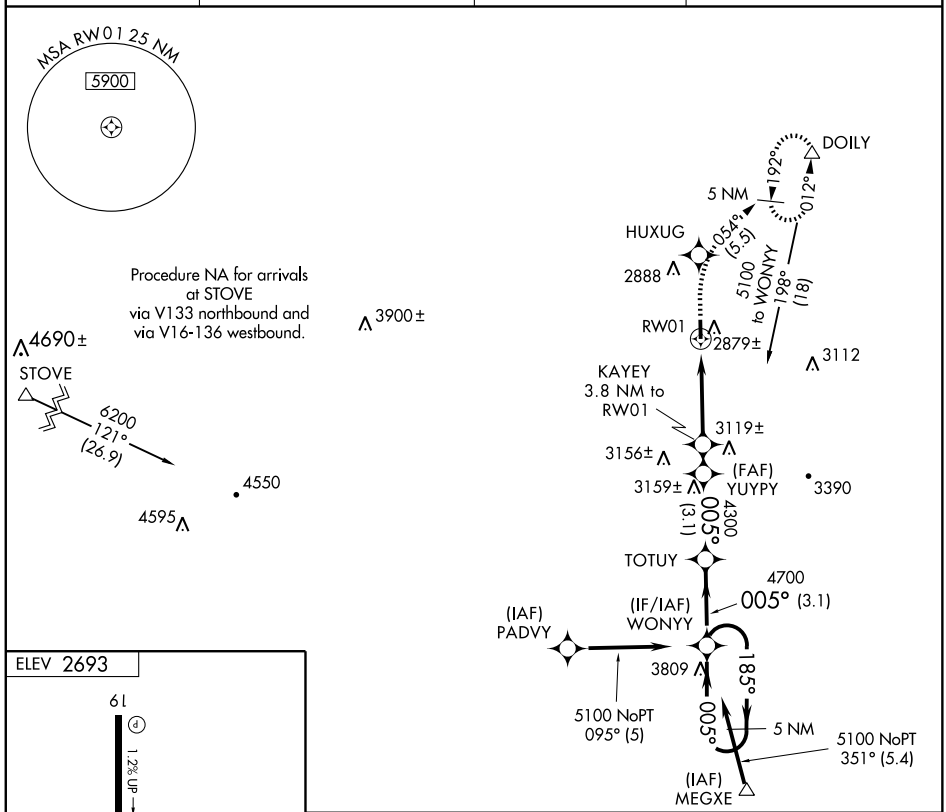
RNAV (GPS) RWY 1

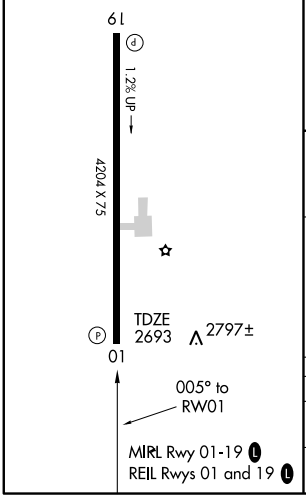
GALAX / TWIN COUNTY (HLX)

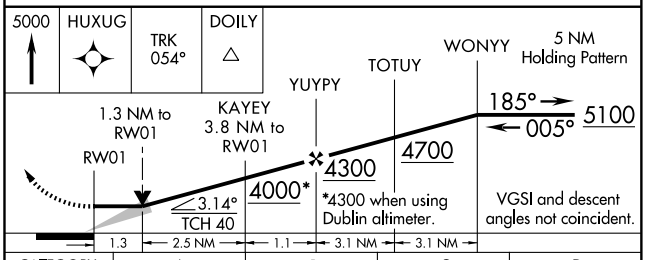
If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP and straight-in minimums NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct HUXUG and via 054° track to DOILY and hold, continue climb-in-hold to 5000.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
118.375	126.0 339.8	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3140-1 447 (500-1)		3140-1¼ 447 (500-1¼)	3140-1½ 447 (500-1½)
CIRCLING	3200-1 507 (600-1)		3200-1½ 507 (600-1½)	3260-2 567 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS		
185°	Rwy Idg	4204
	TDZE	2686
	Apt Elev	2693

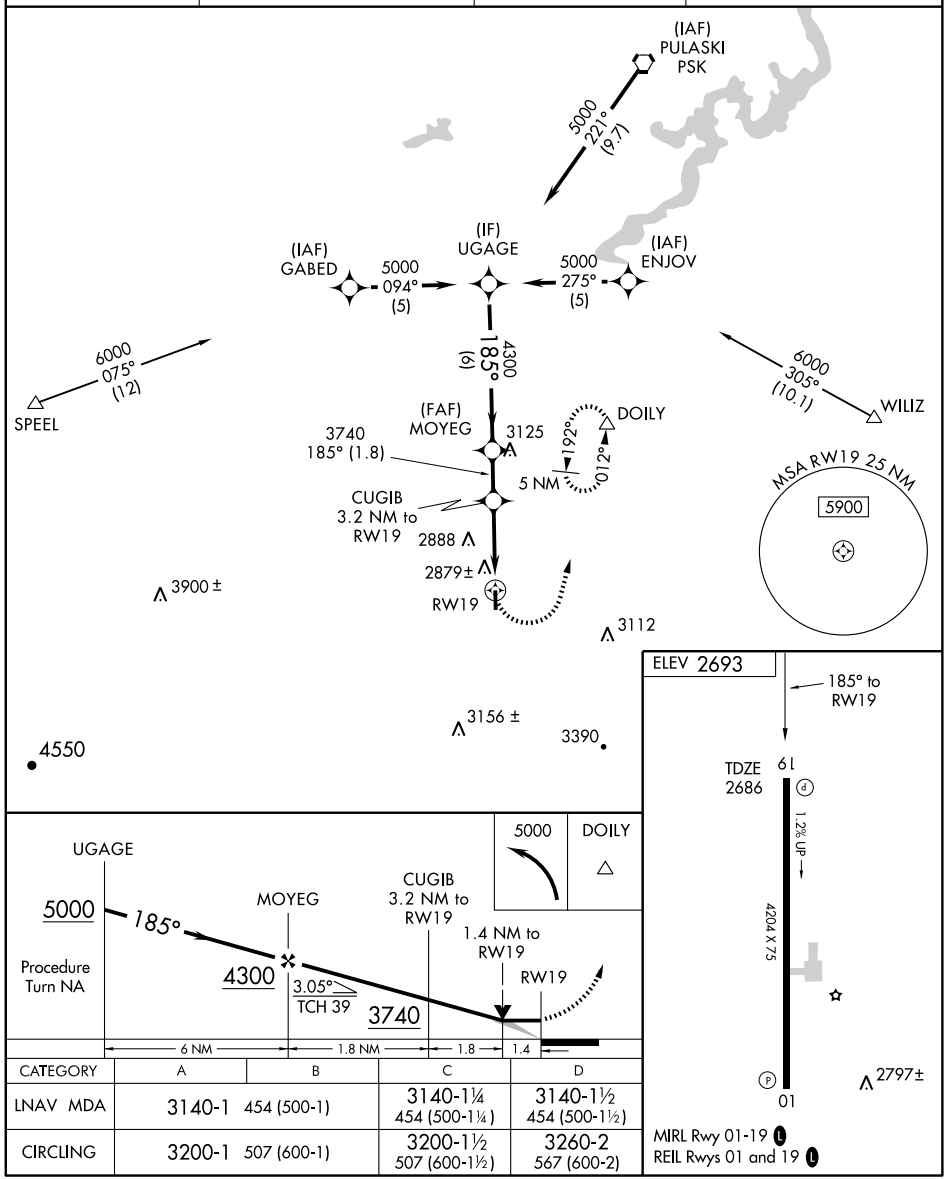
RNAV (GPS) RWY 19

GALAX / TWIN COUNTY (HLX)

If local altimeter setting not received, use Dublin altimeter setting and increase all MDAs 300 feet. VDP NA when using Dublin altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 5000 direct DOILY and hold.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
118.375	126.0 339.8	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	3140-1	454 (500-1)	3140-1¼ 454 (500-1¼)	3140-1½ 454 (500-1½)
CIRCLING	3200-1	507 (600-1)	3200-1½ 507 (600-1½)	3260-2 567 (600-2)

MIRL Rwy 01-19 L
REIL Rwys 01 and 19 L

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	2256
224°	TDZE	2304
	Apt Elev	2304

GPS RWY 22
GRUNDY MUNI (GDY)

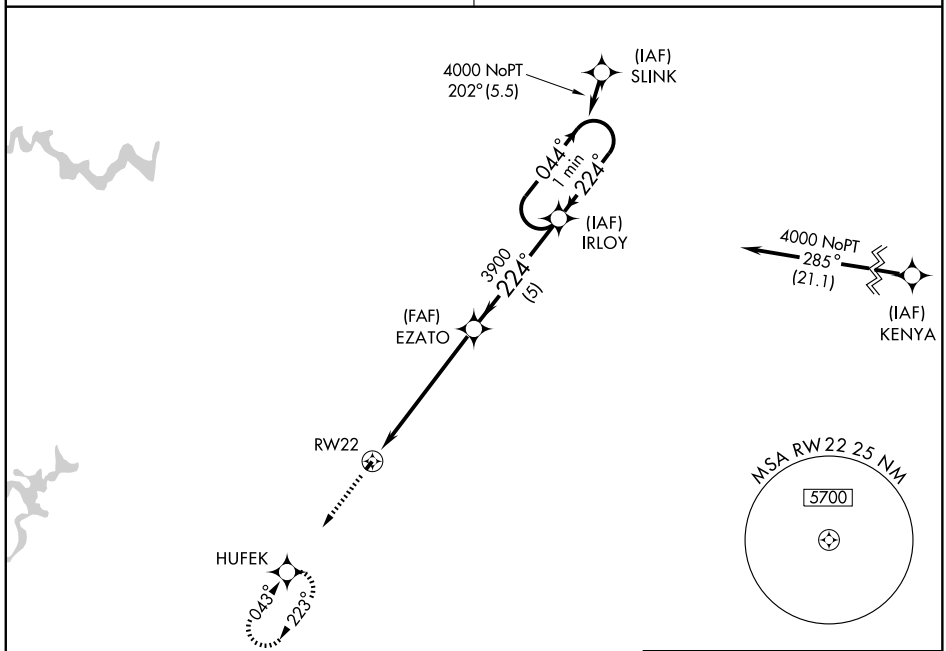
Obtain local altimeter setting on CTAF, if not received, use Lonesome Pine altimeter setting and increase all MDAs 120 feet. Procedure not authorized at night.

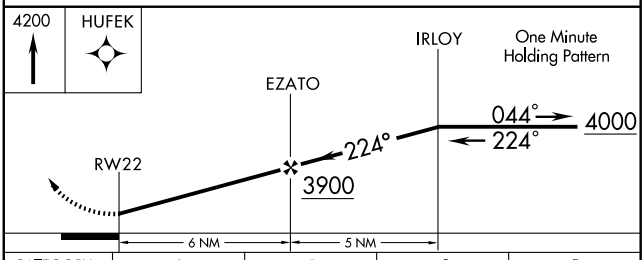
NA

MISSED APPROACH: Climb to 4200 direct HUFEK WP and hold.

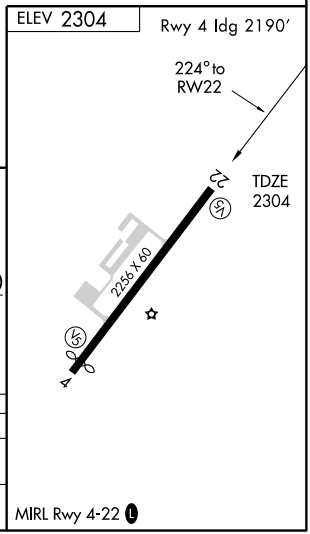
INDIANAPOLIS CENTER
126.575 257.85

UNICOM
123.0 (CTAF) L

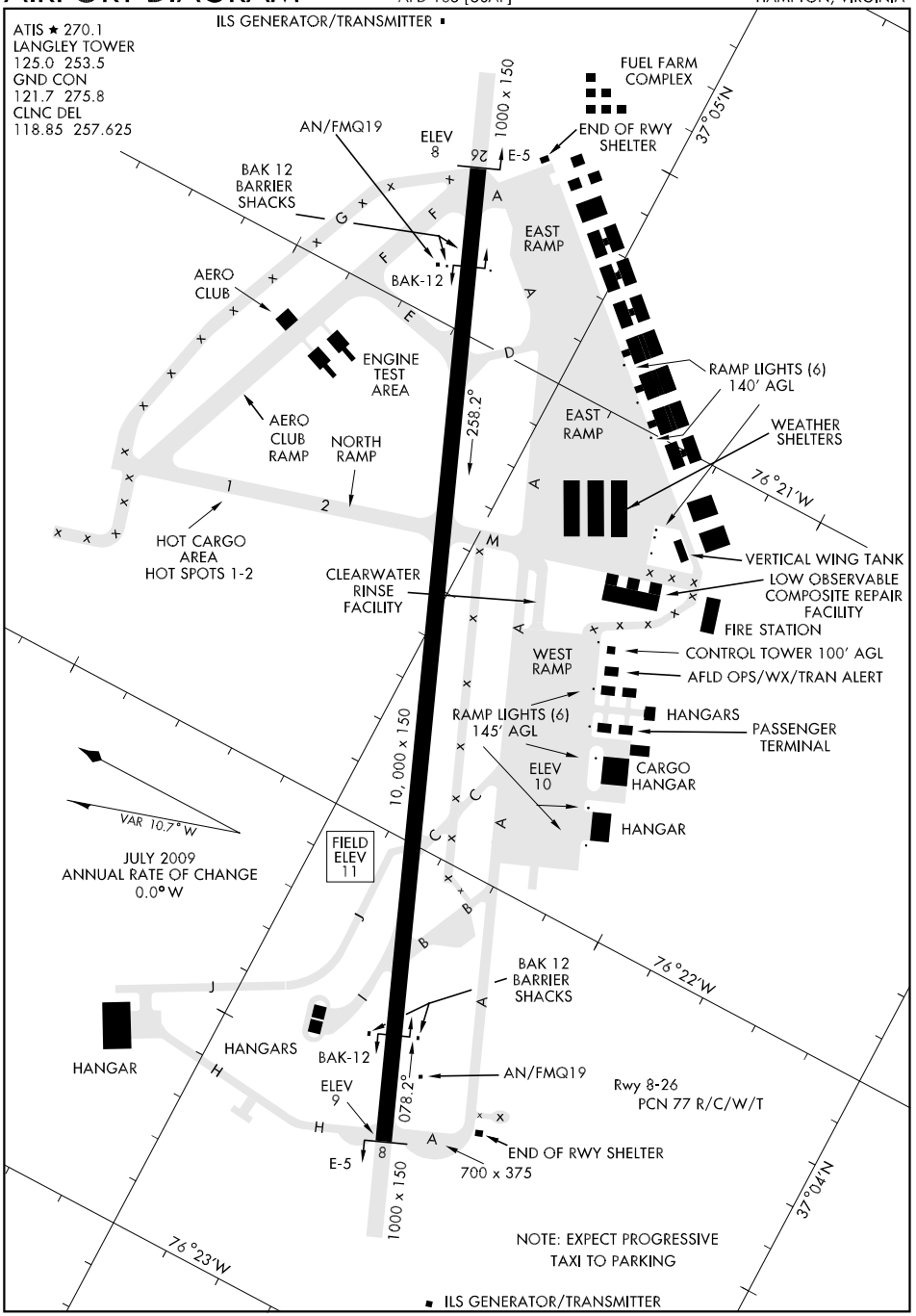




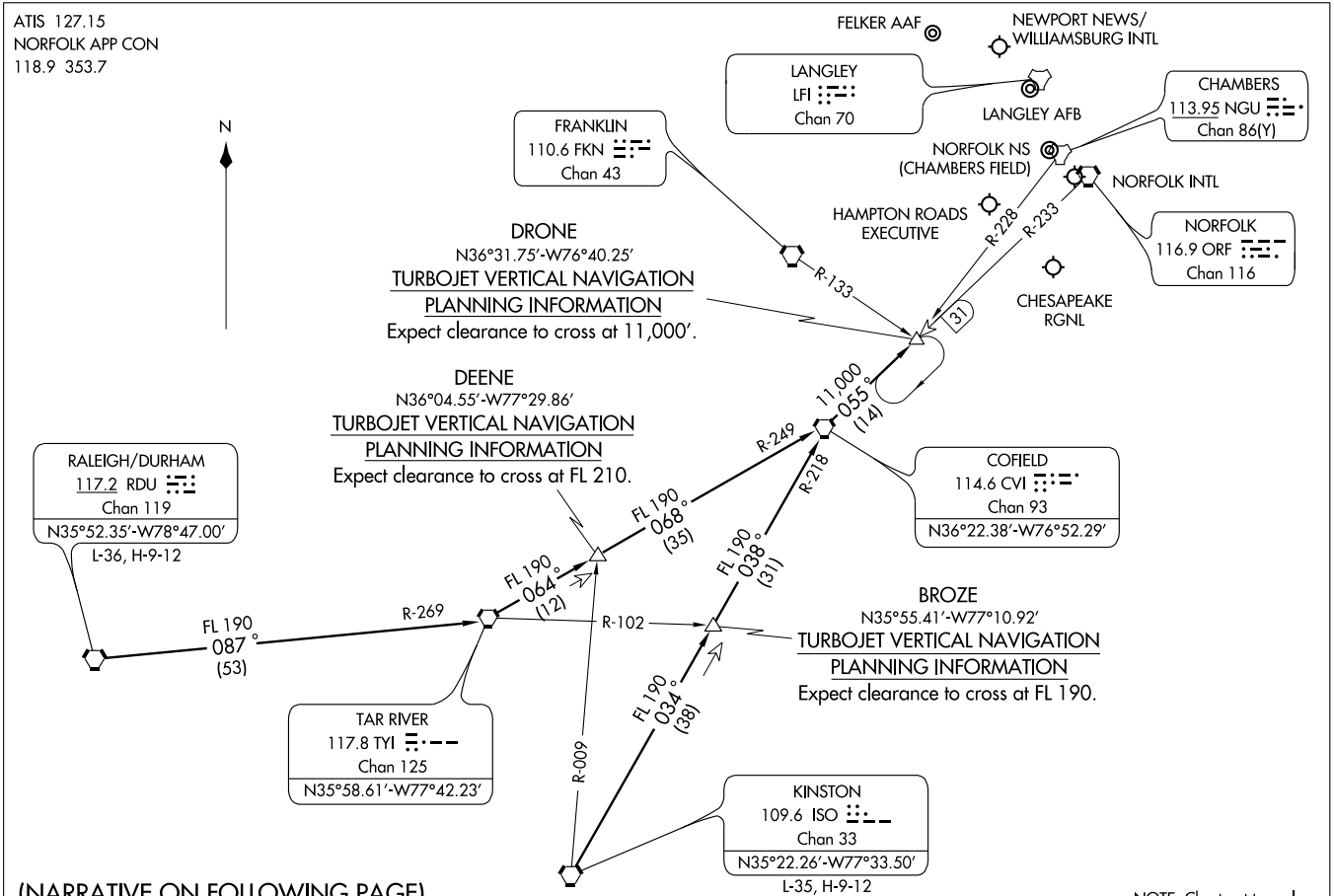
CATEGORY	A	B	C	D
S-22	2720-1	416 (500-1)	NA	
CIRCLING	2860-1	556 (600-1)	NA	



NE-3. 22 OCT 2009 to 19 NOV 2009



NE-3, 22 OCT 2009 to 19 NOV 2009


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
FL 190
034°
(38)
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 22 OCT 2009 to 19 NOV 2009

HI-ILS RWY 8

LANGLEY AFB (KLFI)

LOC I-LFI	APCH CRS	Rwy ldg 10,000 / TDZE 9 / Arpt Elev 11
109.9	078°	JAL-185 [USAF]

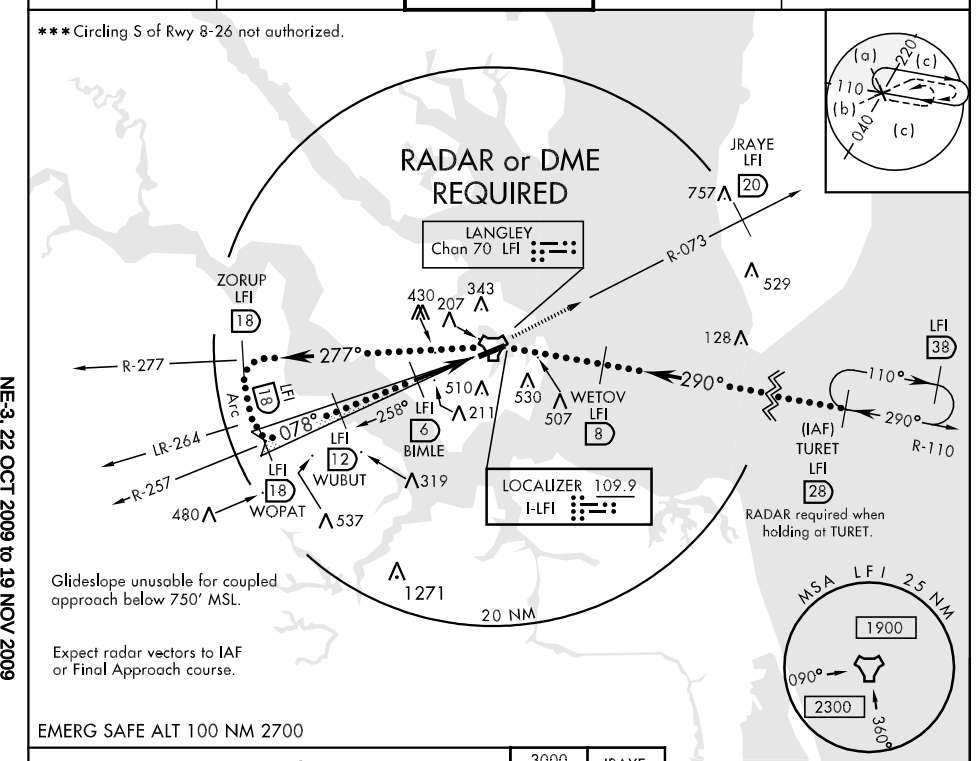
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1 (A1)

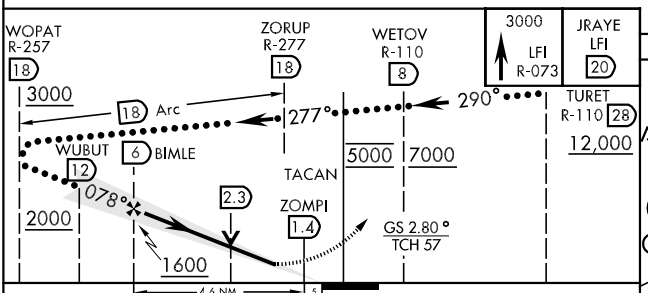
MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

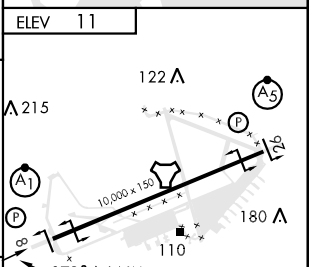
ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

*** Circling S of Rwy 8-26 not authorized.



EMERG SAFE ALT 100 NM 2700





CATEGORY	C	D	E
S-ILS 8 *	209/24	200 (200-½)	
S-LOC 8 **	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING ***	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

HI-ILS RWY 26

LOC I-ABM	APCH CRS	Rwy ldg 10,000 / TDZE 10 / Arpt Elev 11
109.9	258°	

JAL-185 [USAF]

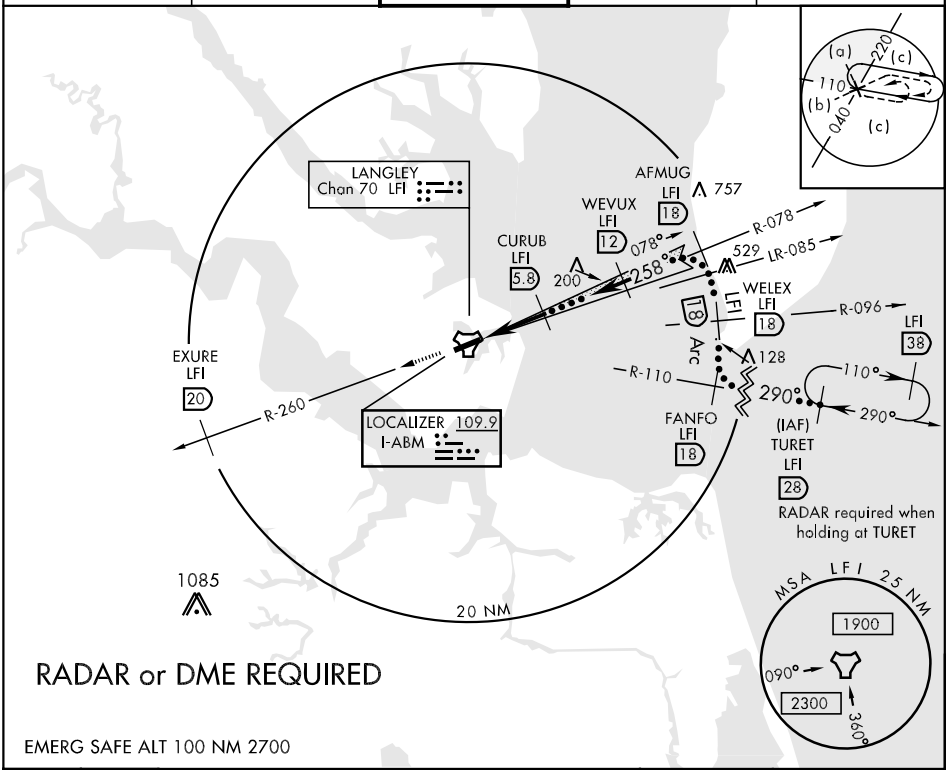
LANGLEY AFB (KLFI)

* When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling S of Rwy 8-26 not authorized.

MALSR

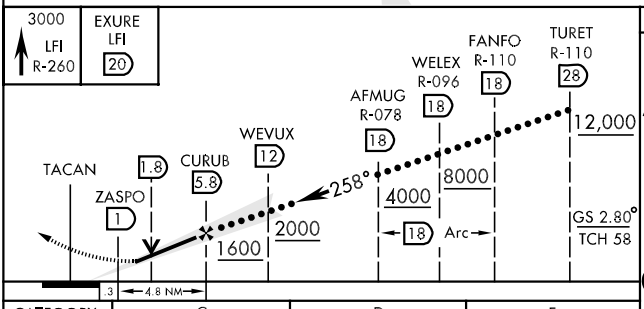
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

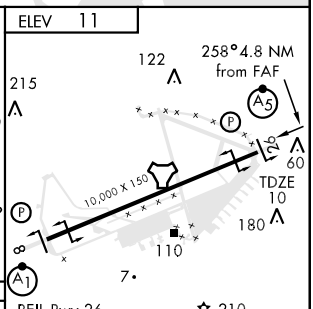
ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 2700





CATEGORY	C	D	E
S-ILS 26	210/40	200	(200-¾)
S-LOC 26*	400/40	390	(400-¾)
CIRCLING**	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.8 NM

Knots	120	140	160	180	200
Min:Sec	2:24	2:03	1:48	1:36	1:26

HI-TACAN RWY 8

TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,000 TDZE 9 Arpt Elev 11	JAL-185 [USAF]	LANGLEY AFB (KLFI)

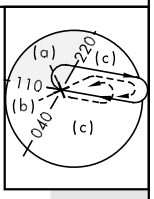
▼ *When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ , CAT E vis to 1¾.
**Circling S of Rwy 8-26 not authorized.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

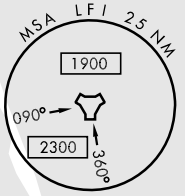
Expect radar vectors to IAF or Final Approach course.



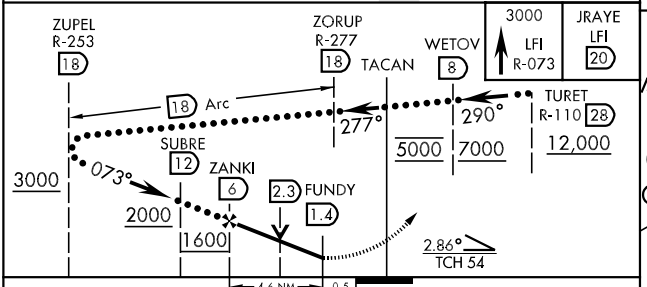
JRAYE LFI 20

LANGLEY Chan 70 LFI

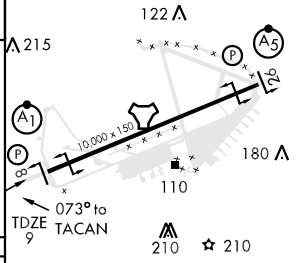
757
R-073
527
529
128
343
430
211
207
ZORUP 18
R-277
277°
290°
110°
290°
R-110
38
LFI 18 Arc
073°
ZANKI 6
428
510
530
507
WETOV 8
319
537
SUBRE 12
LR-260
R-253
ZUPEL 18
480
(IAF) TURET 28
RADAR required when holding at TURET
1271
20 NM



EMERG SAFE ALT 100 NM 2700



ELEV 11



CATEGORY	C	D	E
S-8*	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING**	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

HI-TACAN RWY 26

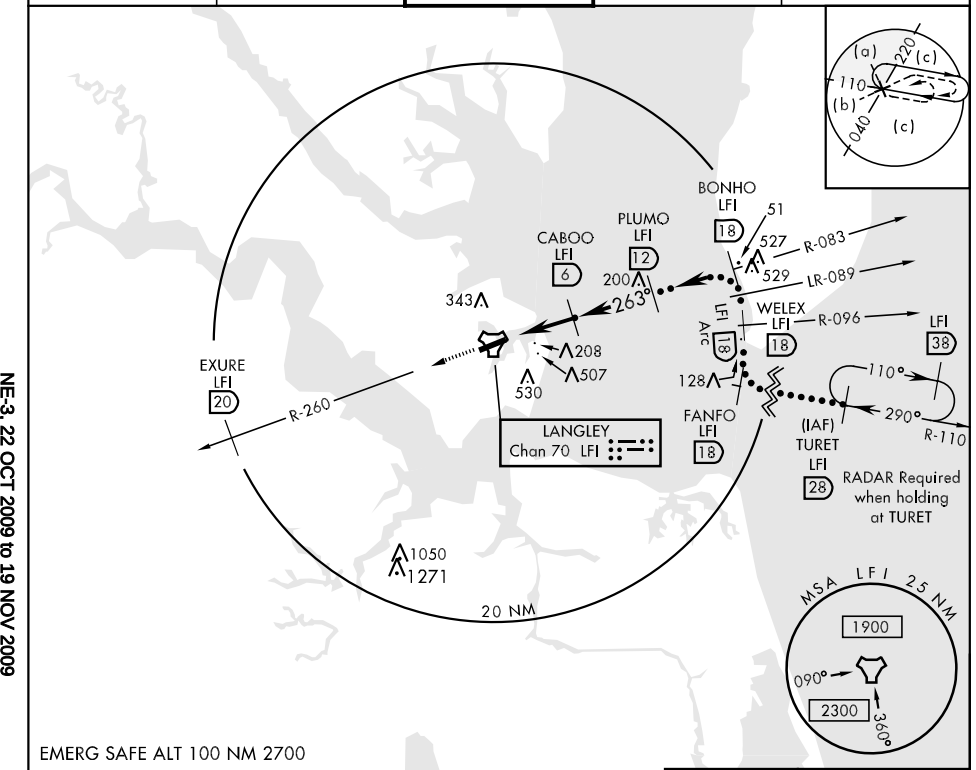
TACAN LFI Chan 70	APCH CRS 263°	Rwy ldg 10,000 TDZE 10 Arpt Elev 11	JAL-185 [USAF]	LANGLEY AFB (KLFI)

T * When ALS inop, increase CAT C RVR to 60 and vis to1¼ miles, CAT DE vis to 1½ miles.
** Circling S of Rwy 8-26 not authorized.

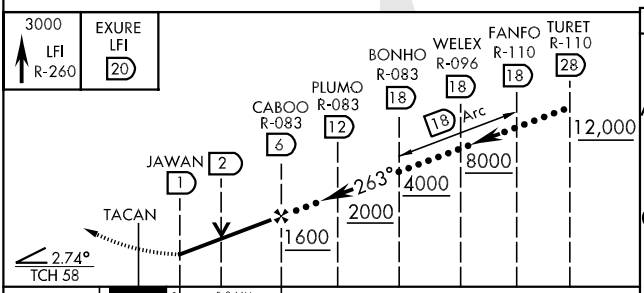
MALSR

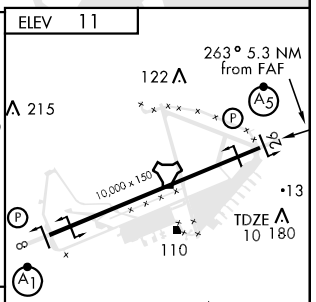
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



EMERG SAFE ALT 100 NM 2700





CATEGORY	C	D	E
S-26 *	440/40 430 (500-¾)	440/50 430 (500-1)	
CIRCLING **	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

ILS RWY 8

LOC I-LFI	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.9	078°	10,000	9	11

AL-185 [USAF]

LANGLEY AFB (KLFI)

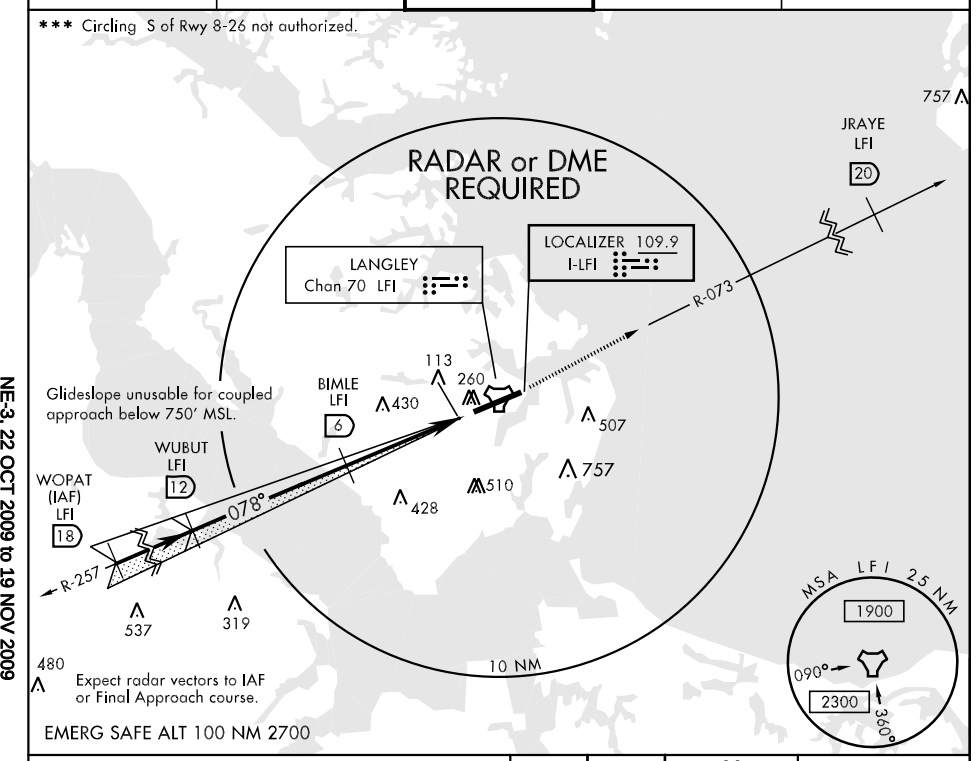
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

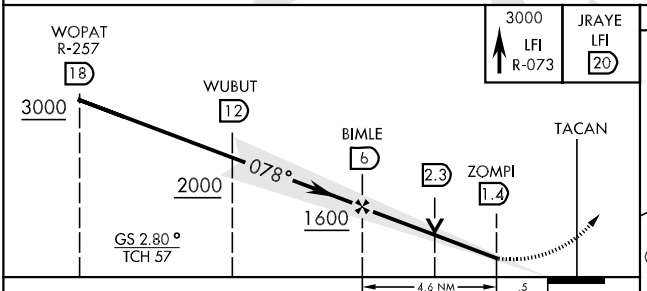
ALSF-1

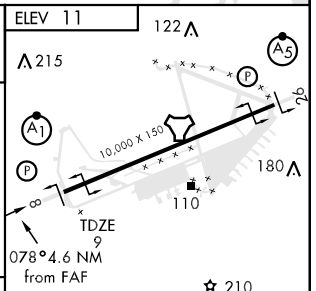
MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

*** Circling S of Rwy 8-26 not authorized.







CATEGORY	A	B	C	D	E
S-ILS 8 *	209/24		200	(200-½)	
S-LOC 8 **	480/24	471 (500-½)	480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING***	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3, 22 OCT 2009 to 19 NOV 2009

ILS RWY 26

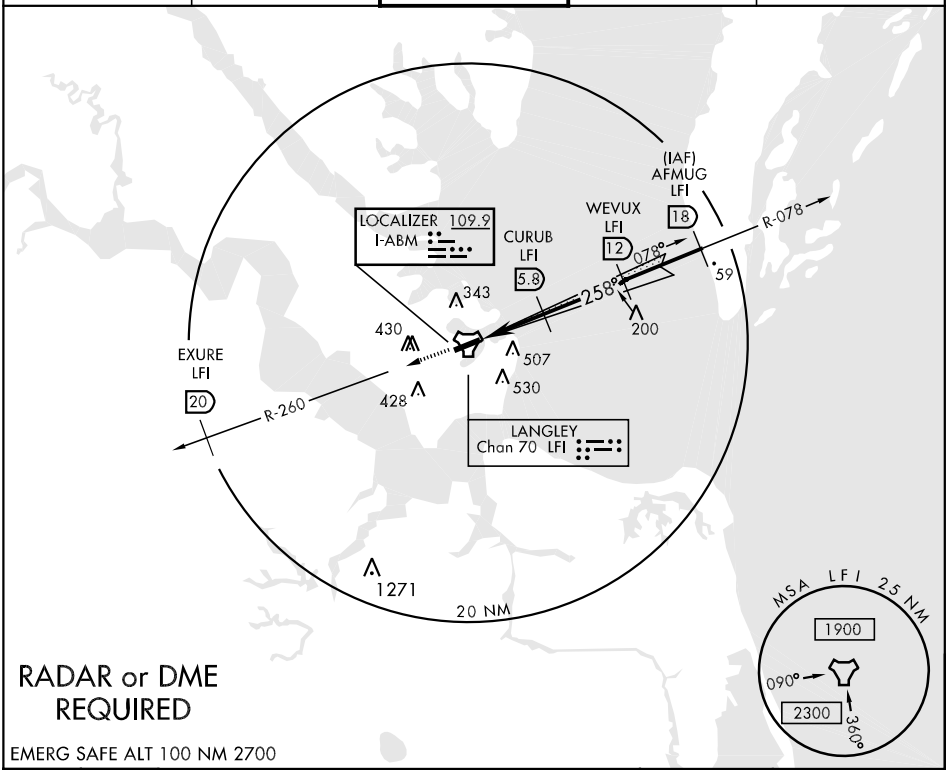
LOC I-ABM	APCH CRS	Rwy ldg 10,000 / TDZE 10 / Arpt Elev 11	JAL-185 [USAF]	LANGLEY AFB (KLFI)
109.9	258°			

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling S of Rwy 8-26 not authorized.

MALSR (A5)

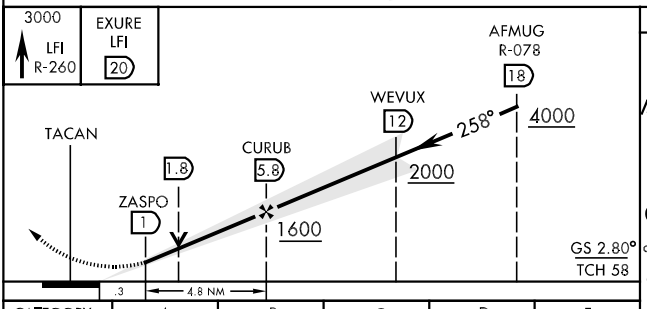
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

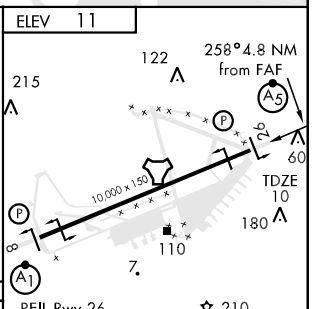
ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 2700





CATEGORY	A	B	C	D	E
S-ILS 26	210/40		200		(200-¾)
S-LOC 26 *	400/40		390		(400-¾)
CIRCLING **	540-1 529 (600-1)		580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 26

APCH CRS	Rwy ldg	10,000
258°	TDZE	10
	Arpt Elev	11

AL-185 [USAF]

LANGLEY AFB (KLFI)

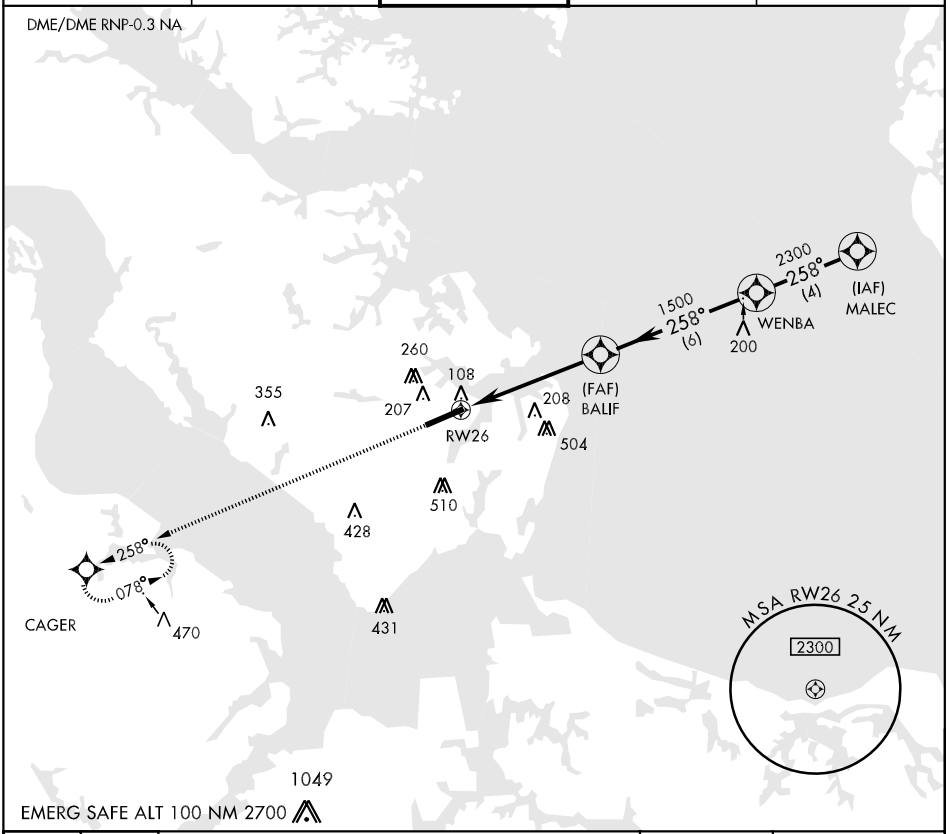
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling S of Rwy 8-26 not authorized for CAT E acft.

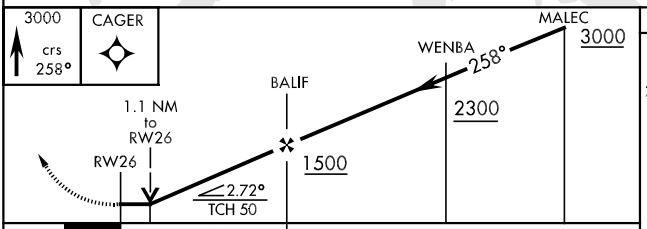
MALSR

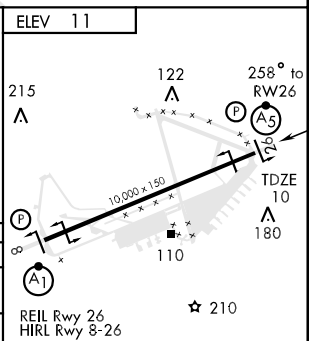
MISSED APPROACH: Climb to 3000 on course 258° to CAGER WPT and hold.

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

DME/DME RNP-0.3 NA







CATEGORY	A	B	C	D	E
S-26 *	520/40	510 (600-¾)	520/50	510 (600-1)	520/60 510 (600-1¼)
CIRCLING **	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749(800-2¾)

NE-3, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 8

TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,000 TDZE 9 Arpt Elev 11	AL-185 [USAF]	LANGLEY AFB (KLFI)

*When ALS inop, increase CAT AB RVR to 50 and vis to1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

** Circling S of Rwy 8-26 not authorized.

Expect radar vectors to IAF or Final Approach course.

JRAYE LFI 20

LANGLEY Chan 70 LFI

ZORUP (IAF) LFI 18

R-073

R-277

343 346 207 430 162 507 211 530 ZANKI 428 510 LFI 6

LFI 18 Arc

LR-260

073°

SUBRE LFI 12 319

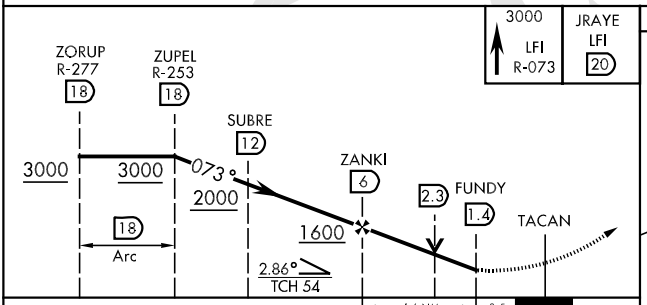
R-253 537 ZUPEL LFI 18

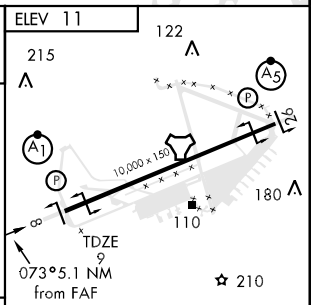
Expect radar vectors to IAF or Final Approach course.

10 NM

MSA LFI 25 NM 1900 090° 2300 360°

EMERG SAFE ALT 100 NM 2700





CATEGORY	A	B	C	D	E
TAC 8 *	480/24 471 (500-½)		480/40 471 (500-¾)	480/50 471 (500-1)	480/60 471 (500-1¼)
CIRCLING **	540-1 529 (600-1)		580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

REIL Rwy 26
HIRL Rwy 8-26

NE-3, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 26

TACAN	APCH CRS	Rwy ldg	10,000
Chan 70 LFI	263°	TDZE	10
		Arpt Elev	11

AL-185 [USAF]

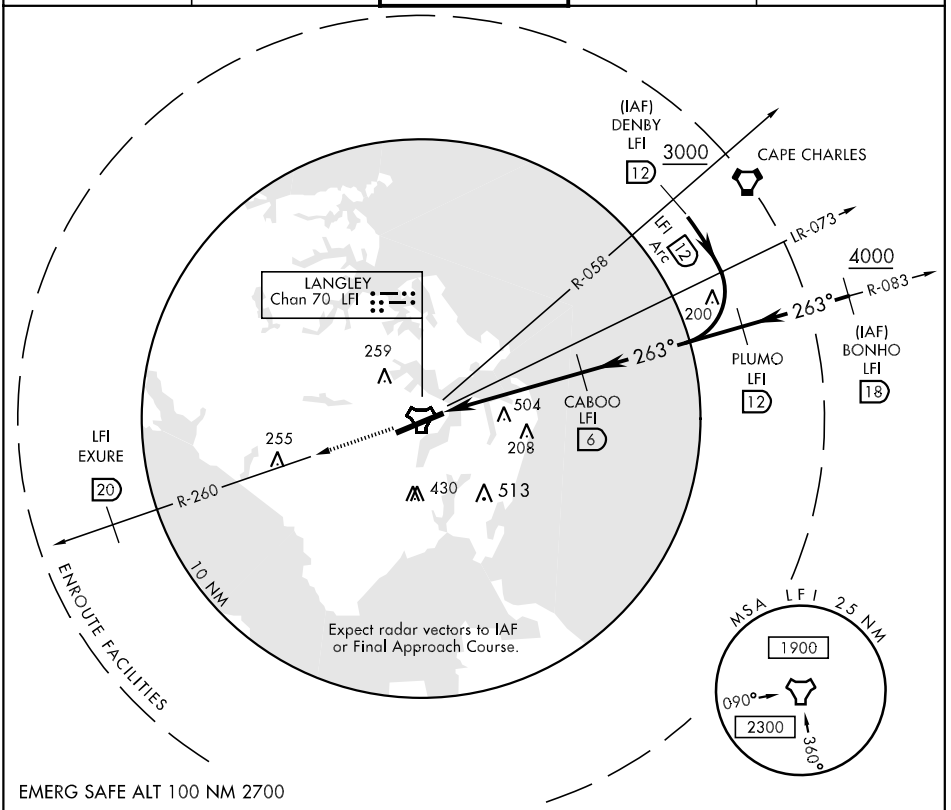
LANGLEY AFB (KLFI)

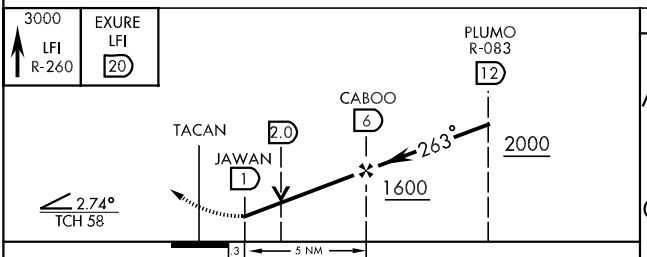
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling S of Rwy 8-26 not authorized.

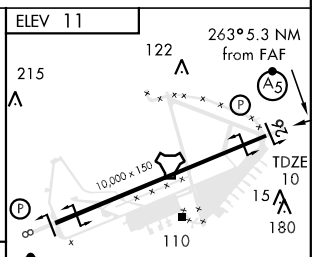
MALSR

MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE).

ATIS *	NORFOLK APP CON	LANGLEY TOWER	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625







CATEGORY	A	B	C	D	E
S- 26 *	440/40	430	(500-¾)	440/50	430 (500-1)
CIRCLING **	540-1	529 (600-1)	580-1½ 569 (600-1½)	580-2 569 (600-2)	760-2¾ 749 (800-2¾)

NE-3, 22 OCT 2009 to 19 NOV 2009

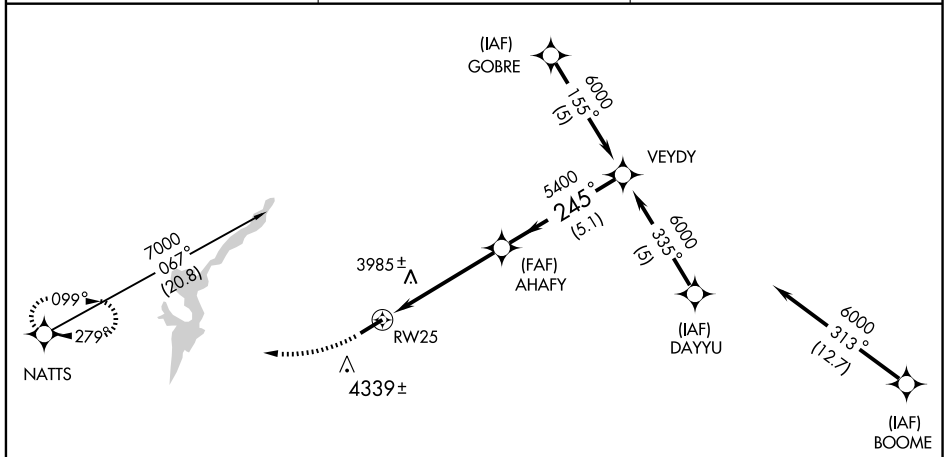
APP CRS	Rwy Idg	5600
245°	TDZE	3772
	Apt Elev	3792

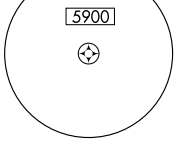
GPS RWY 25

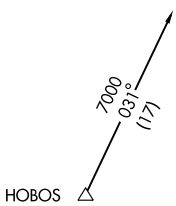
HOT SPRINGS/INGALLS FIELD (HSP)

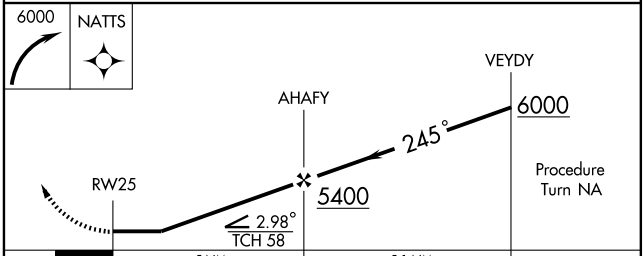
NA — Circling NA SE of Rwy 7-25.	MISSED APPROACH: Climbing right turn to 6000 direct NATTS WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L

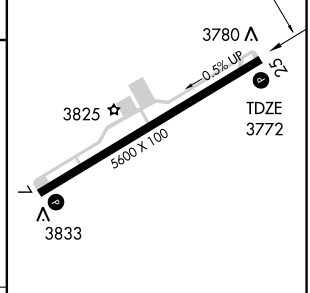








CATEGORY	A	B	C	D
S-25	4440-1 668 (700-1)		4440-1¾ 668 (700-1¾)	4440-2 668 (700-2)
CIRCLING	4840-1¼ 1048 (1100-1¼)	4840-1½ 1048 (1100-1½)	4840-3 1048 (1100-3)	



REIL Rwy 25 L
HIRL Rwy 7-25 L

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-HSP	APP CRS	Rwy Idg	5600
108.7	247°	TDZE	3773
		Apt Elev	3793

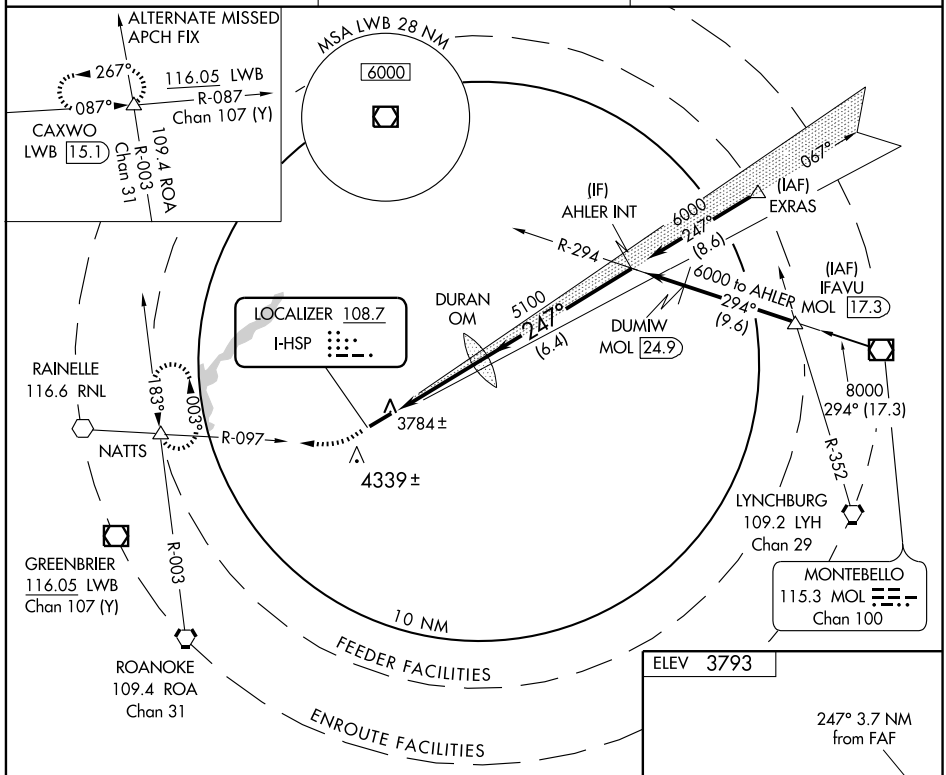
ILS or LOC RWY 25

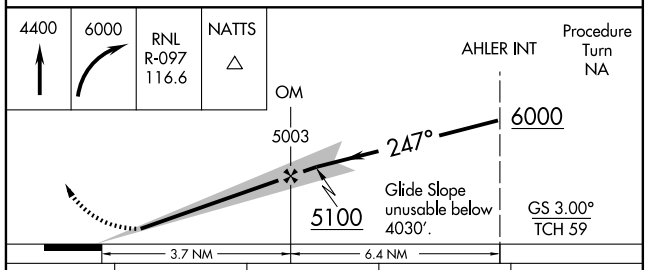
HOT SPRINGS/INGALLS FIELD (HSP)

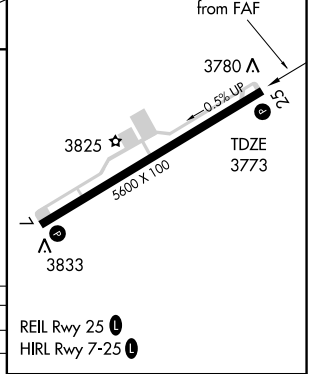
T
A NA — Circling NA southeast of Rwy 7-25. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 via RNL VOR R-097 to NATTS INT and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 25	4088-1 315 (300-1)			
S-LOC 25	4240-1 467 (500-1)		4240-1¼ 467 (500-1¼)	4240-1½ 467 (500-1½)
CIRCLING	4440-1 647 (700-1)		4480-2 687 (700-2)	4480-2¼ 687 (700-2¼)

REIL Rwy 25 L
HIRL Rwy 7-25 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-3. 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5600
CH 86813	067°	TDZE	3793
W07A		Apt Elev	3793

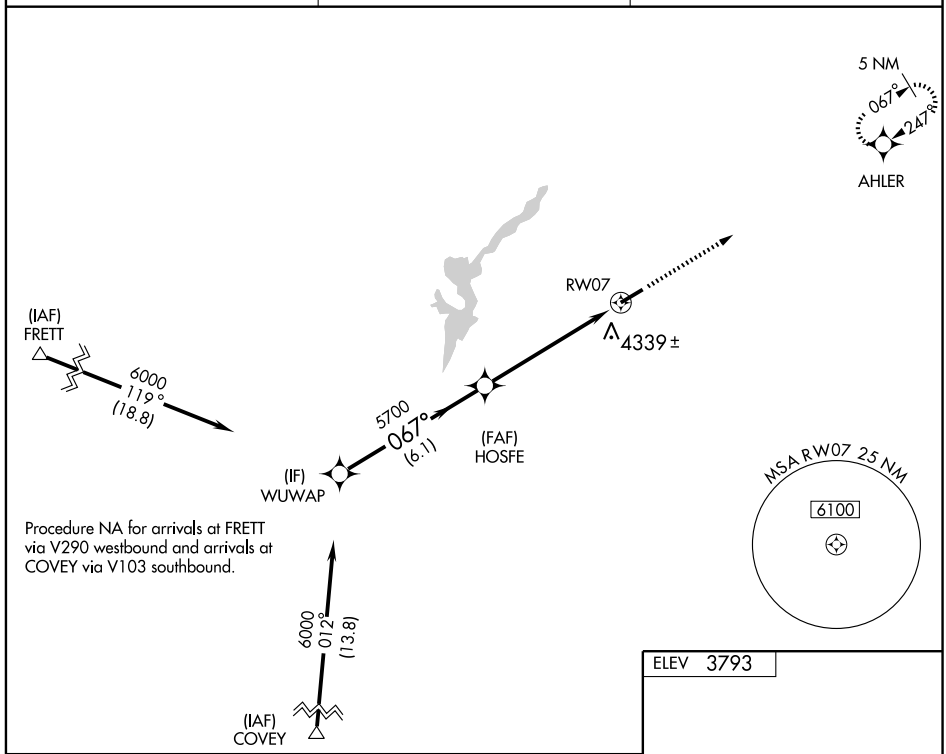
RNAV (GPS) RWY 7

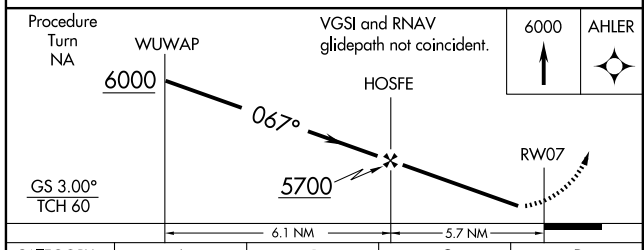
HOT SPRINGS/INGALLS FIELD (HSP)

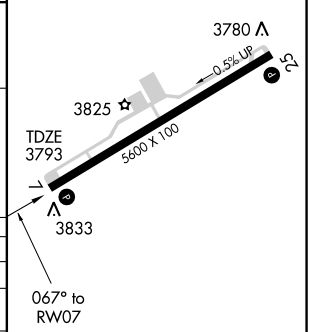
Circling NA southeast of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct AHLER and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	4143-1¼ 350 (400-1¼)			
LNAV/VNAV DA	4619-3 826 (900-3)			
LNAV MDA	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)
CIRCLING	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
066°	TDZE	1403
	Apt Elev	1411

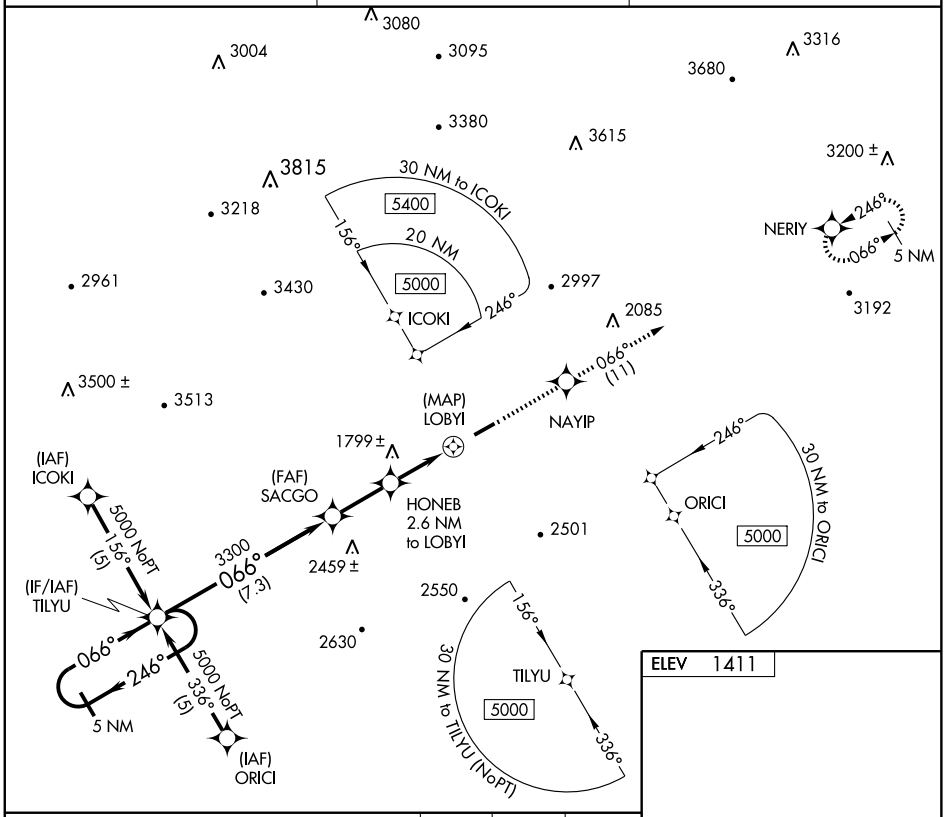
RNAV (GPS) RWY 7

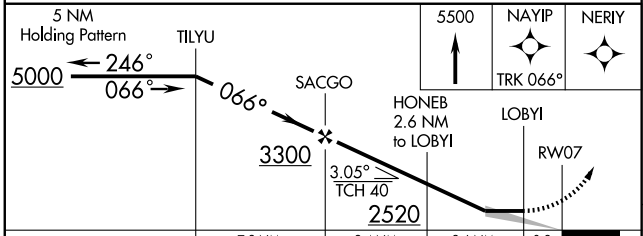
JONESVILLE / LEE COUNTY (ØVG)

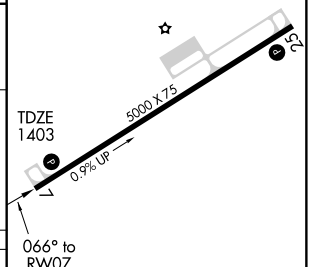
Use Morristown, TN altimeter setting; if not received, use Middlesboro, KY altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5500 direct NAYIP and via 066° track to NERIY and hold, continue climb-in-hold to 5500.

MORRISTOWN AWOS-3	ATLANTA APP CON	UNICOM
126.725	127.85 371.85	122.9 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2140-1 737 (800-1)		2140-2 737 (800-2)	2140-2¼ 737 (800-2¼)
CIRCLING	2200-1 789 (800-1)	2200-1¼ 789 (800-1¼)	2200-2¼ 789 (800-2¼)	2280-2¾ 869 (900-2¾)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
246°	TDZE	1411
	Apt Elev	1411

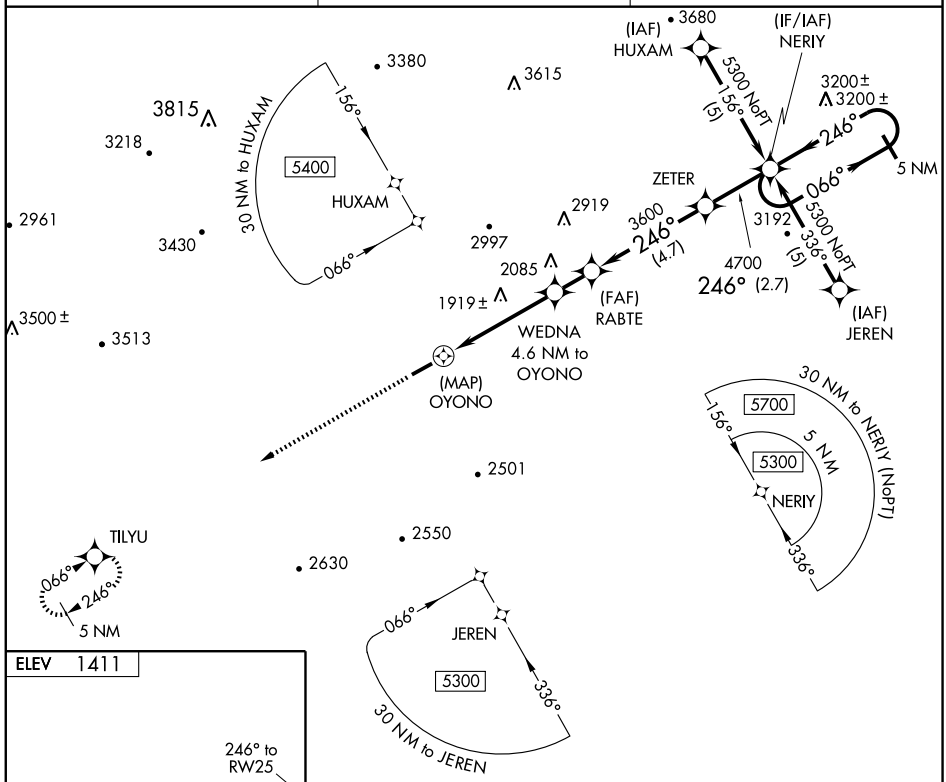
RNAV (GPS) RWY 25

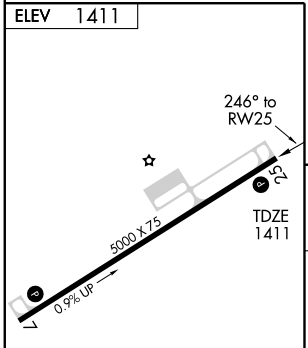
JONESVILLE / LEE COUNTY (ØVG)

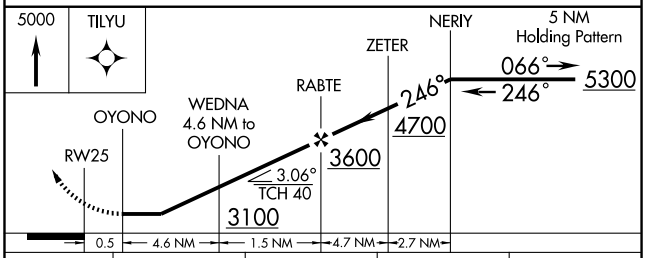
DME/DME RNP-0.3 NA. Use Morristown, TN altimeter setting; if not received, use Middlesboro, KY altimeter setting and increase all MDAs 20 feet. Visibilty reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct TILYU and hold.

MORRISTOWN AWOS-3	ATLANTA APP CON	UNICOM
126.725	127.85 371.85	122.9 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	2260-1 849 (900-1)	2260-1¼ 849 (900-1¼)	2260-2½ 849 (900-2½)	2260-2¾ 849 (900-2¾)
CIRCLING	2260-1 849 (900-1)	2260-1¼ 849 (900-1¼)	2260-2½ 849 (900-2½)	2280-2¾ 869 (900-2¾)

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3020
181°	TDZE	329
	Apt Elev	329

RNAV (GPS) RWY 18

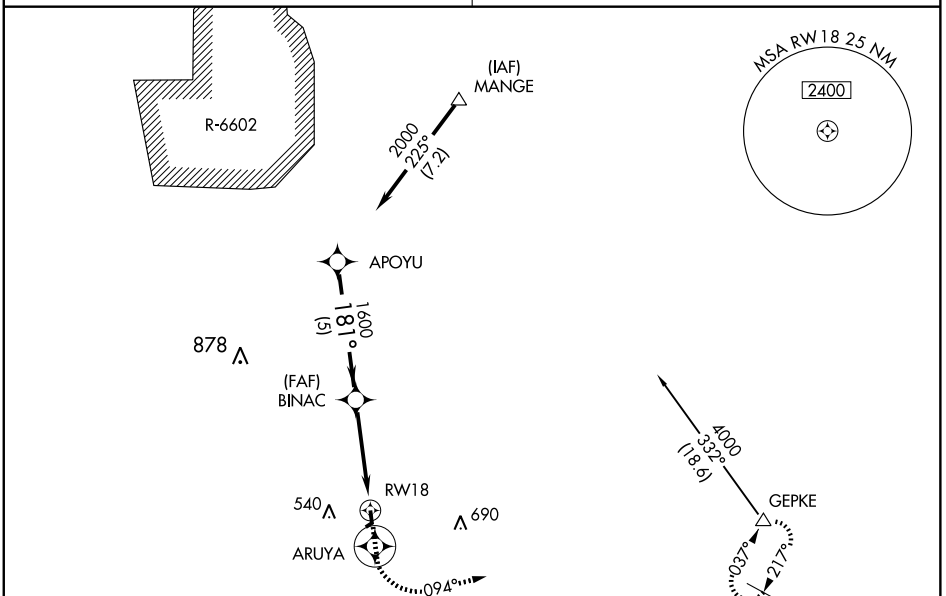
LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

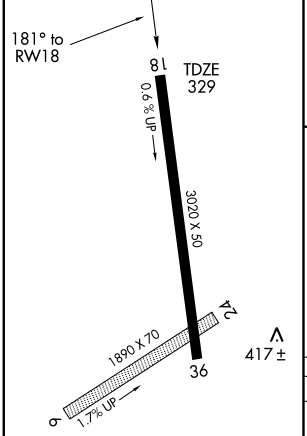
Use Mecklenburg/Brunswick altimeter setting.
DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
Circling NA to Rwy 6/24.

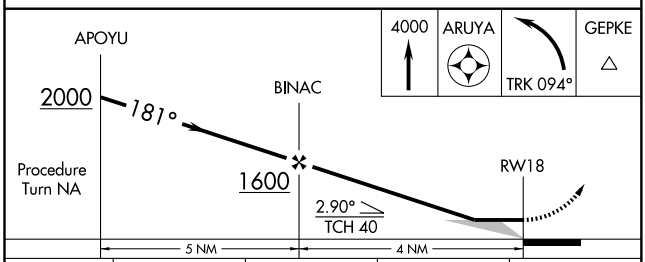
NA

MISSED APPROACH: Climb to 4000 direct ARUYA WP and left turn via 094° track to GEPKE WP and hold.

WASHINGTON APP CON	UNICOM
118.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	840-1	511 (600-1)	NA	
CIRCLING	940-1	611 (700-1)	NA	

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3020
001°	TDZE	327
	Apt Elev	329

RNAV (GPS) RWY 36

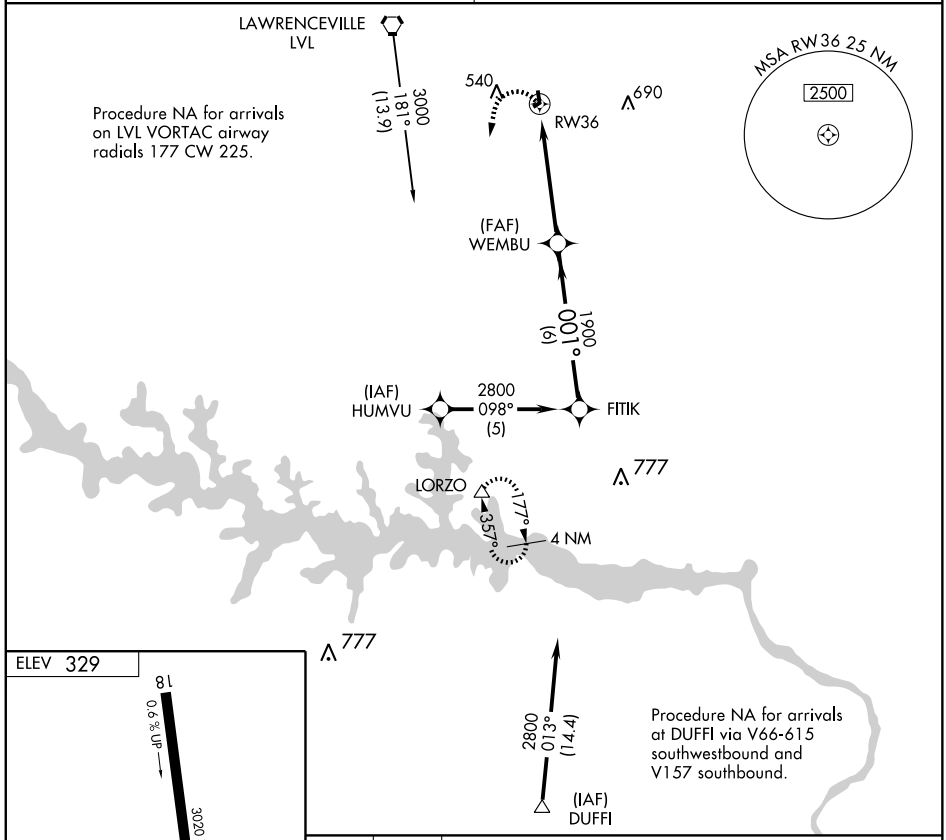
LAWRENCEVILLE/BRUNSWICK MUNI (LVL)

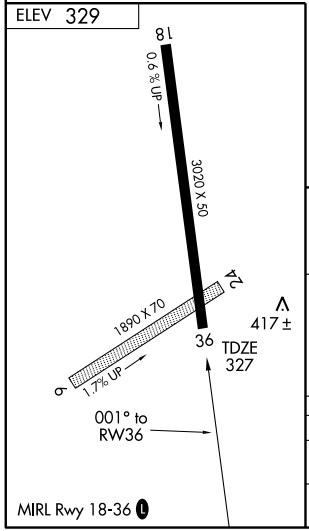
Use Mecklenburg/Brunswick altimeter setting.
DME/DME RNP-0.3 NA. GPS or RNP-0.3 required.
Circling NA to Rwy 6/24.

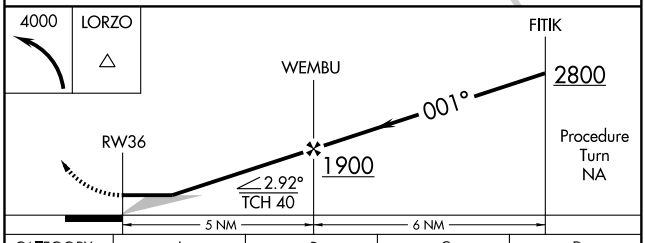
NA

MISSED APPROACH: Climbing left turn to 4000 direct LORZO WP and hold.

WASHINGTON APP CON	UNICOM
118.75 377.1	122.8 (CTAF) L





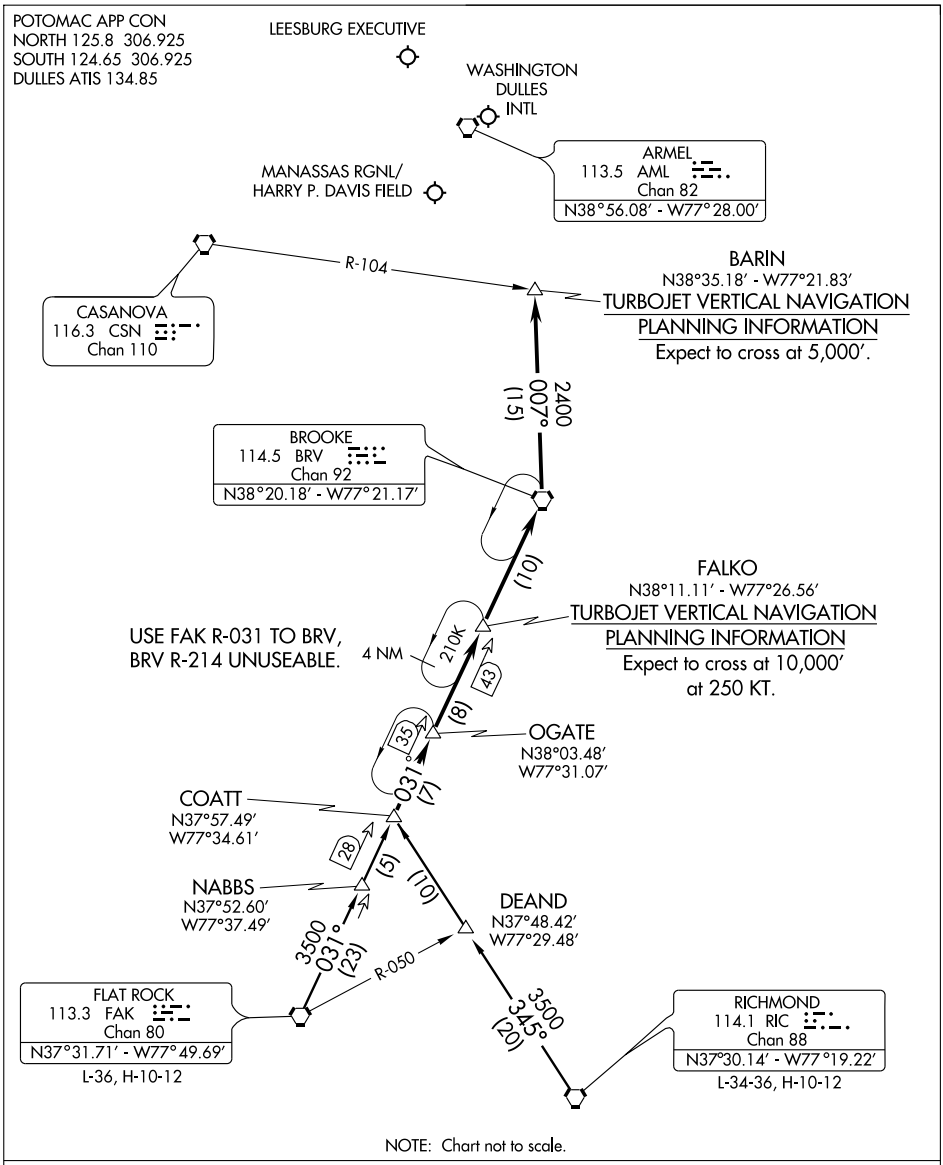


CATEGORY	A	B	C	D
LNAV MDA	760-1	433 (500-1)	NA	
CIRCLING	940-1	611 (700-1)	NA	

NE-3, 22 OCT 2009 to 19 NOV 2009

COATT FOUR ARRIVAL

WASHINGTON, DC



NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-JYO	APP CRS	Rwy Idg	5500
111.75	171°	TDZE	382
Chan 54 (Y)		Apt Elev	389

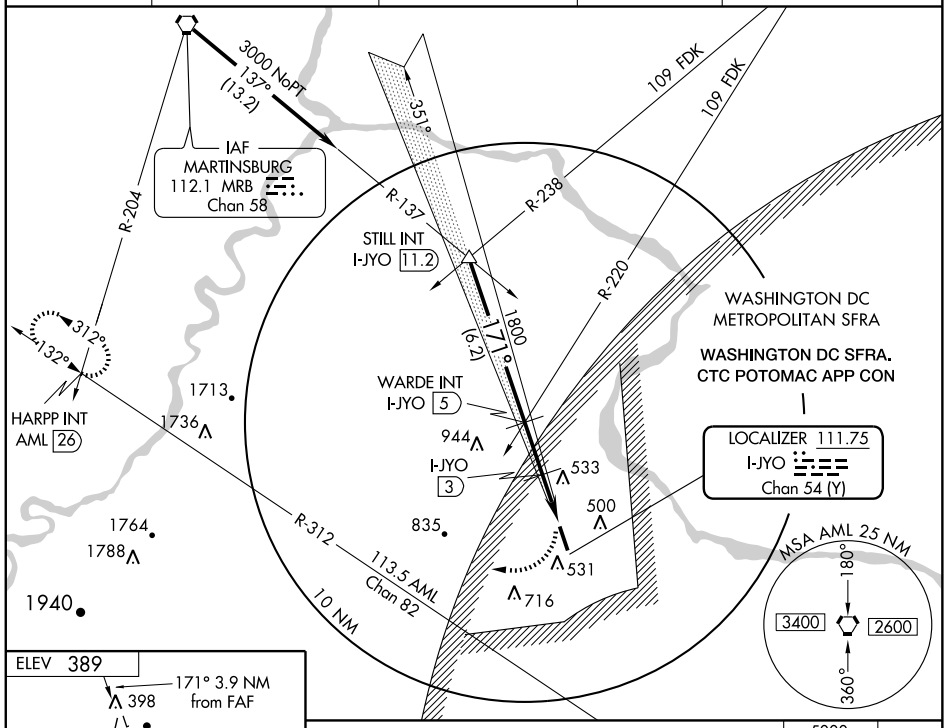
LOC RWY 17

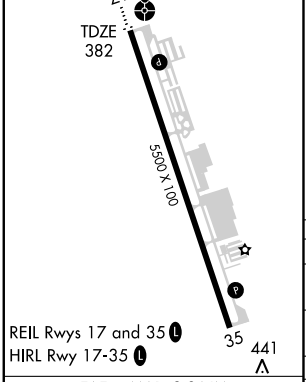
LEESBURG EXECUTIVE (JYO)

ODALS

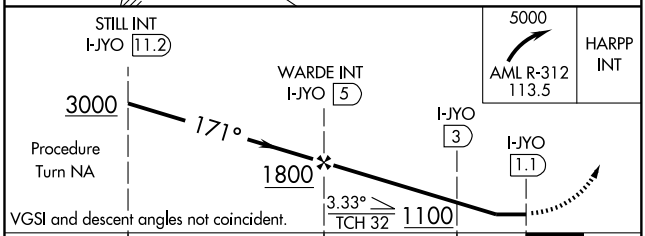
MISSED APPROACH: Climbing right turn to 5000 via AML R-312 to HARPP Int AML 26 DME and hold.

AWOS-3	POTOMAC APP CON	LEESBURG RADIO	CLNC DEL	UNICOM
125.225	126.1 338.25	122.6	118.55	122.975 (CTAF)





FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18



CATEGORY	A	B	C	D
S-17	1100-1 718 (800-1)		1100-2 718 (800-2)	1100-2¼ 718 (800-2¼)
CIRCLING	1100-1 711 (800-1)		1100-2 711 (800-2)	1100-2¼ 711 (800-2¼)
DME MINIMUMS				
S-17	720-1 338 (400-1)			
CIRCLING	840-1 451 (500-1)		900-1½ 511 (600-1½)	1040-2 651 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5500
CH 60902	171°	TDZE	382
W17A		Apt Elev	389

RNAV (GPS) RWY 17

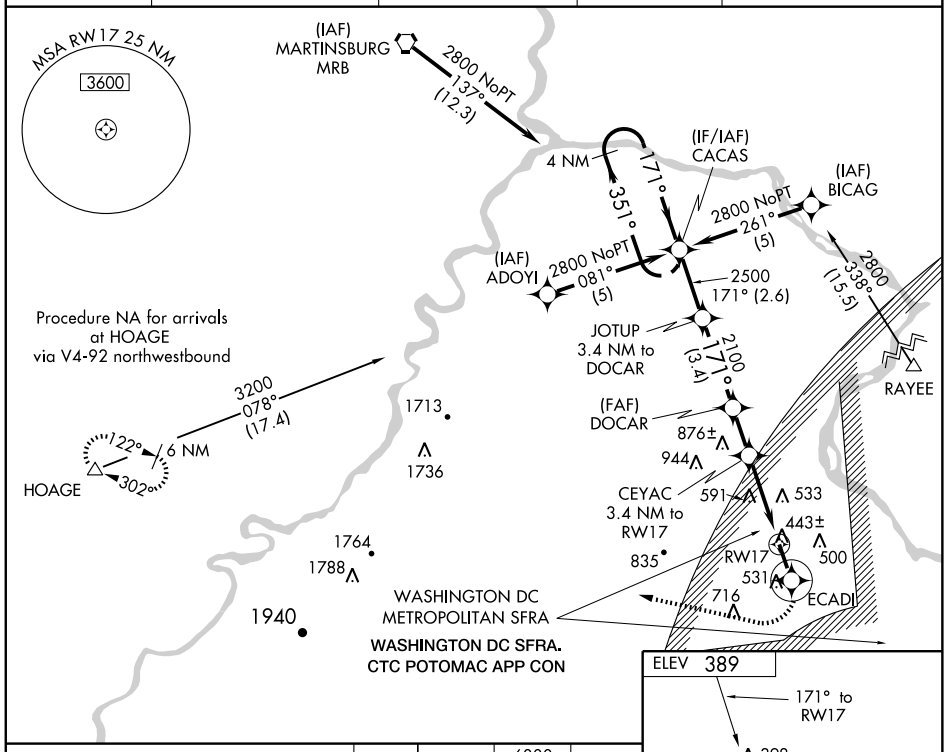
LEESBURG EXECUTIVE (JYO)

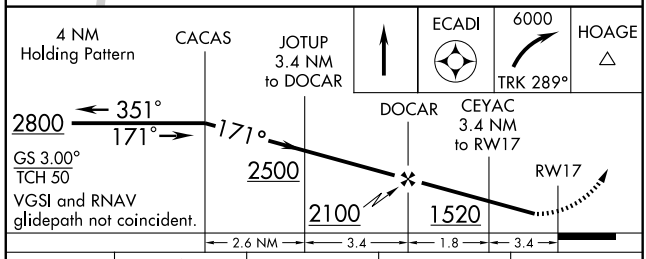
Inoperative table does not apply to ODALS Rwy 17. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night.

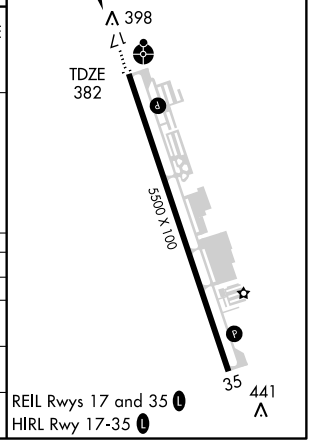
ODALS

MISSED APPROACH: Climb direct ECADI then climbing right turn to 6000 via 289° track to HOAGE and hold.

AWOS-3	POTOMAC APP CON	LEESBURG RADIO	CLNC DEL	UNICOM
125.225	126.1 338.25	122.6	118.55	122.975 (CTAF) L

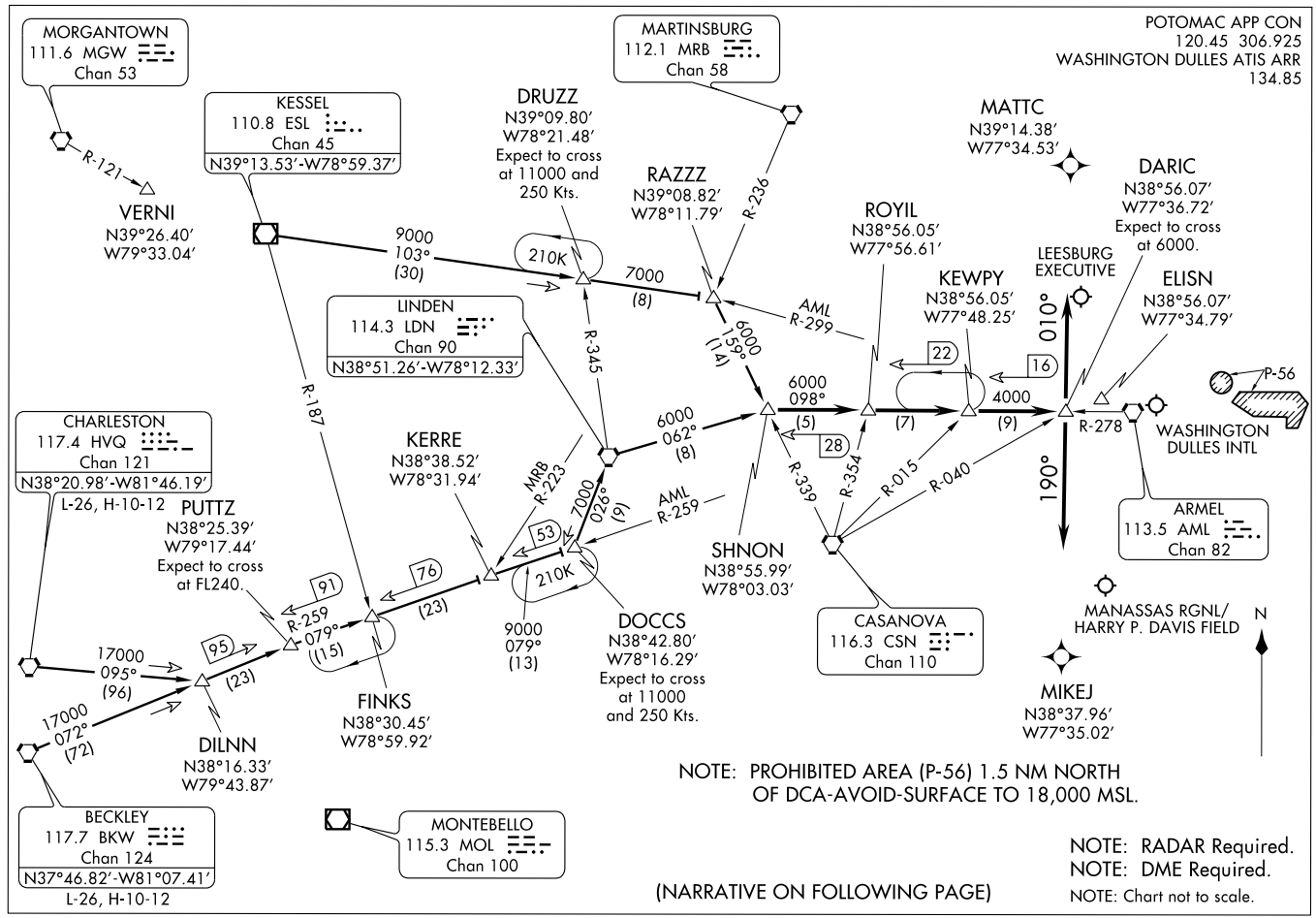






CATEGORY	A	B	C	D
LPV DA		640-1 258 (300-1)		
LNAV/VNAV DA		740-1¼ 358 (400-1¼)		
LNAV MDA	860-1 478 (500-1)		860-1¼ 478 (500-1¼)	860-1½ 478 (500-1½)
CIRCLING	860-1¼ 471 (500-1¼)		860-1½ 471 (500-1½)	1020-2 631 (700-2)

NE-3. 22 OCT 2009 to 19 NOV 2009


POTOMAC APP CON
120.45 306.925
WASHINGTON DULLES ATIS ARR
134.85
MORGANTOWN
111.6 MGW
Chan 53
MARTINSBURG
112.1 MRB
Chan 58
KESSEL
110.8 ESL
Chan 45
N39°13.53'-W78°59.37'
VERNI
N39°26.40'
W79°33.04'
R-121
DRUZZ
N39°09.80'
W78°21.48'
Expect to cross
at 11000 and
250 Kts.
RAZZZ
N39°08.82'
W78°11.79'
R-236
MATTC
N39°14.38'
W77°34.53'
DARIC
N38°56.07'
W77°36.72'
Expect to cross
at 6000.
ROYIL
N38°56.05'
W77°56.61'
LEESBURG
EXECUTIVE
ELISN
N38°56.07'
W77°34.79'
KEWPY
N38°56.05'
W77°48.25'
9000
103°
(30)
210K
7000
(8)
AML
R-299
6000
159°
(14)
010°
LINDEN
114.3 LDN
Chan 90
N38°51.26'-W78°12.33'
R-345
22
16
4000
(9)
6000
098°
(5)
(7)
28
P-56
R-278
WASHINGTON
DULLES INTL
CHARLESTON
117.4 HVQ
Chan 121
N38°20.98'-W81°46.19'
L-26, H-10-12
R-187
KERRE
N38°38.52'
W78°31.94'
6000
062°
(8)
MRB
R-223
7000
029°
(9)
AML
R-259
R-339
R-354
R-015
R-040
190°
PUTTZ
N38°25.39'
W79°17.44'
Expect to cross
at FL240.
53
91
76
(23)
R-259
079°
(115)
210K
9000
079°
(13)
SHNON
N38°55.99'
W78°03.03'
ARMEL
113.5 AML
Chan 82
DOCCS
N38°42.80'
W78°16.29'
Expect to cross
at 11000
and 250 Kts.
CASANOVA
116.3 CSN
Chan 110
MANASSAS RGNL/
HARRY P. DAVIS FIELD
N
95
17000
095°
(96)
(23)
17000
072°
(72)
FINKS
N38°30.45'
W78°59.92'
DILNN
N38°16.33'
W79°43.87'
MIKEJ
N38°37.96'
W77°35.02'
NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH
OF DCA-AVOID-SURFACE TO 18,000 MSL.
BECKLEY
117.7 BKW
Chan 124
N37°46.82'-W81°07.41'
L-26, H-10-12
MONTEBELLO
115.3 MOL
Chan 100
NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ROYIL TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

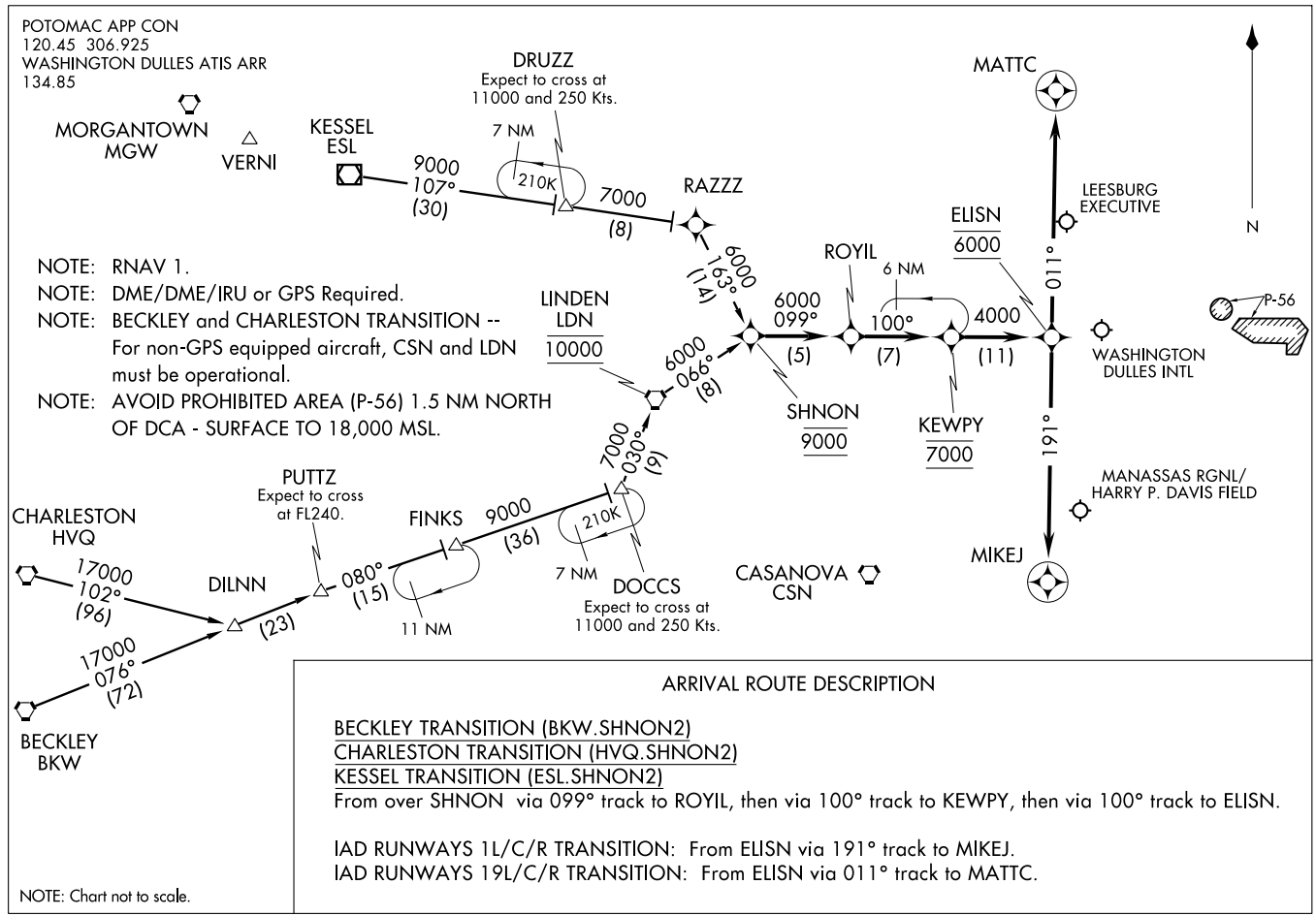
KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 22 OCT 2009 to 19 NOV 2009



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

VORTAC AML 113.5 Chan 82	APP CRS 342°	Rwy Idg N/A TDZE N/A Apt Elev 389

VOR or GPS-A

LEESBURG EXECUTIVE (JYO)

MISSED APPROACH: Climbing left turn to 5000 via R-312 to HARPP Int/AML 26 DME and hold.

AWOS-3	POTOMAC APP CON	LEESBURG RADIO	CLNC DEL	UNICOM
125.225	126.1 338.25	122.6	118.55	122.975 (CTAF)

DME or RADAR REQUIRED

112.1 MRB Chan 58

R-204

312°

132°

HARPP INT AML 26

5000 132° (26)

1713

1736

1764

1788

1940

944

533

500

835

(MABDN)

531

716

R-312

FUZZI AML 5.3 RADAR

1500

342° (5.3)

10 NM

WASHINGTON DC METROPOLITAN SFRA

WASHINGTON DC SFRA. CTC POTOMAC APP CON

IAF ARMEL 113.5 AML Chan 82

1 min 162° 342°

R-162

1499

MSA AML 25 NM

180°

3400

2600

360°

ELEV 389

398

5500 X 100

342° 3.8 NM from FAF

35

441

HIRL Rwy 17-35 (L)

REIL Rwys 17 and 35 (L)

5000

AML R-312 113.5

HARPP INT

FUZZI AML 5.3 RADAR

(MABDN)

342°

1500

VORTAC

One Minute Holding Pattern

162°

342°

2000

3.8 NM

5.3 NM

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

CATEGORY	A	B	C	D
CIRCLING	900-1 511 (600-1)		900-1½ 511 (600-1½)	1040-2 651 (700-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

LOC I-LKU	APP CRS	Rwy Idg	4300
108.55	271°	TDZE	493
		Apt Elev	493

LOC/DME RWY 27

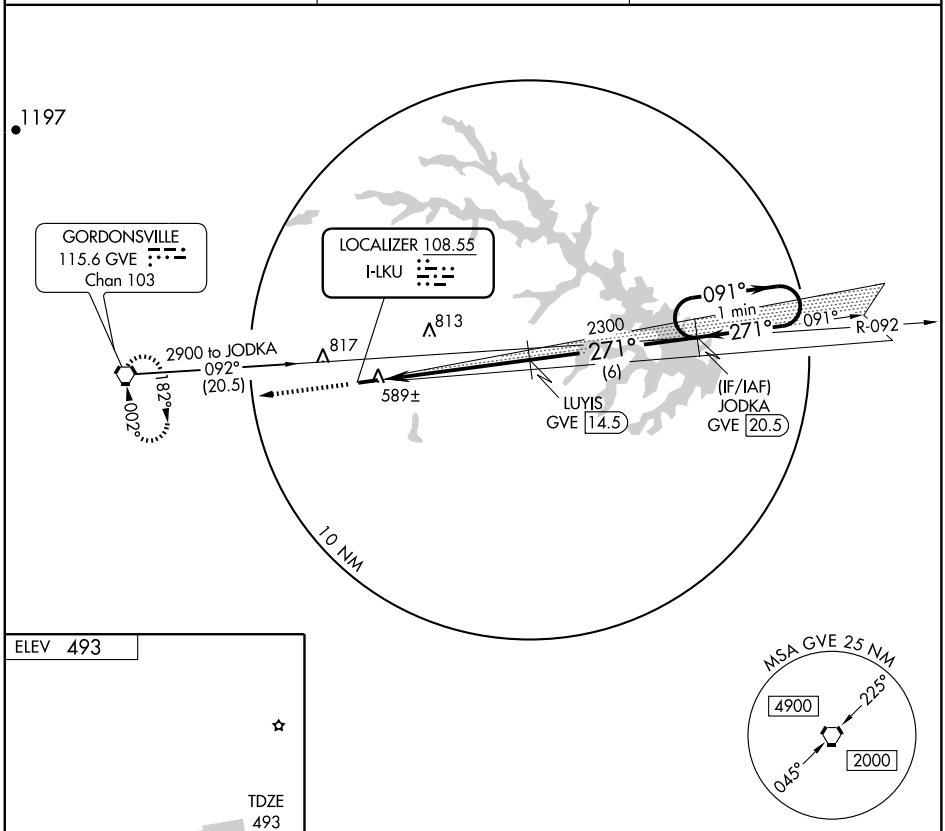
LOUISA COUNTY/FREEMAN FIELD (LKU)

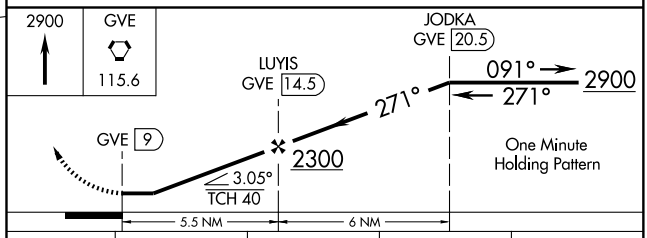
Circling NA N of Rwy 09-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME from GVE VORTAC, simultaneous reception of I-LKU and GVE DME required.

NA

MISSED APPROACH: Climb to 2900 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 257.75	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-27	840-1 347 (400-1)		NA	
CIRCLING	920-1 427 (500-1)	960-1 467 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4300
271°	TDZE	493
	Apt Elev	493

RNAV (GPS) RWY 27

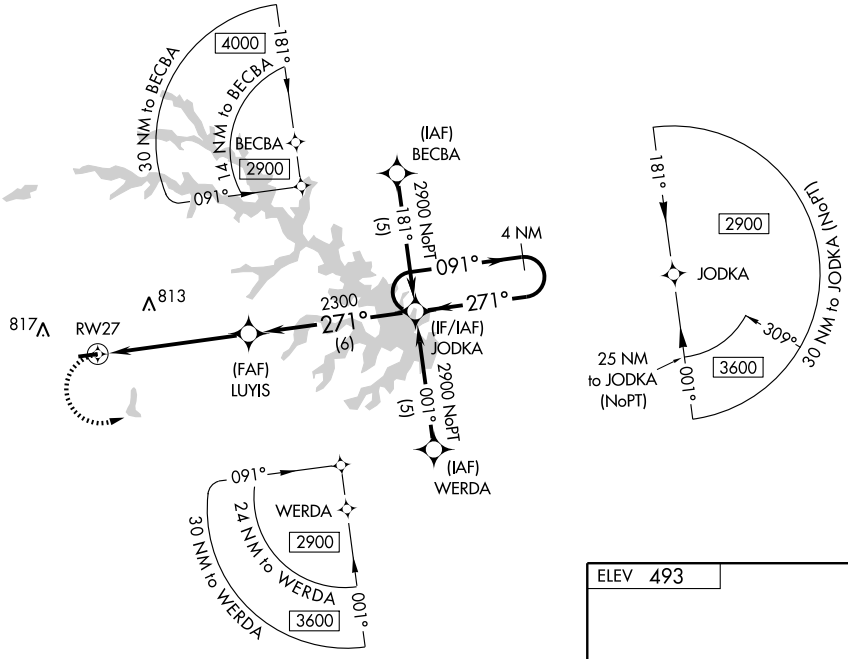
LOUISA COUNTY/FREEMAN FIELD (LKU)

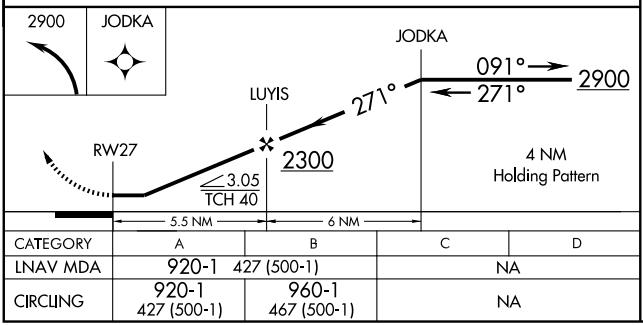
Circling NA N of Rwy 09-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2900 direct JODKA and hold.

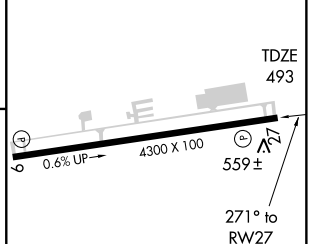
AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 257.75	122.725 (CTAF) L

882





CATEGORY	A	B	C	D
LNAV MDA	920-1 427 (500-1)		NA	
CIRCLING	920-1 427 (500-1)	960-1 467 (500-1)	NA	



REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3. 22 OCT 2009 to 19 NOV 2009

NDB LUA 245	APP CRS 224°	Rwy Idg N/A TDZE N/A Apt Elev 903

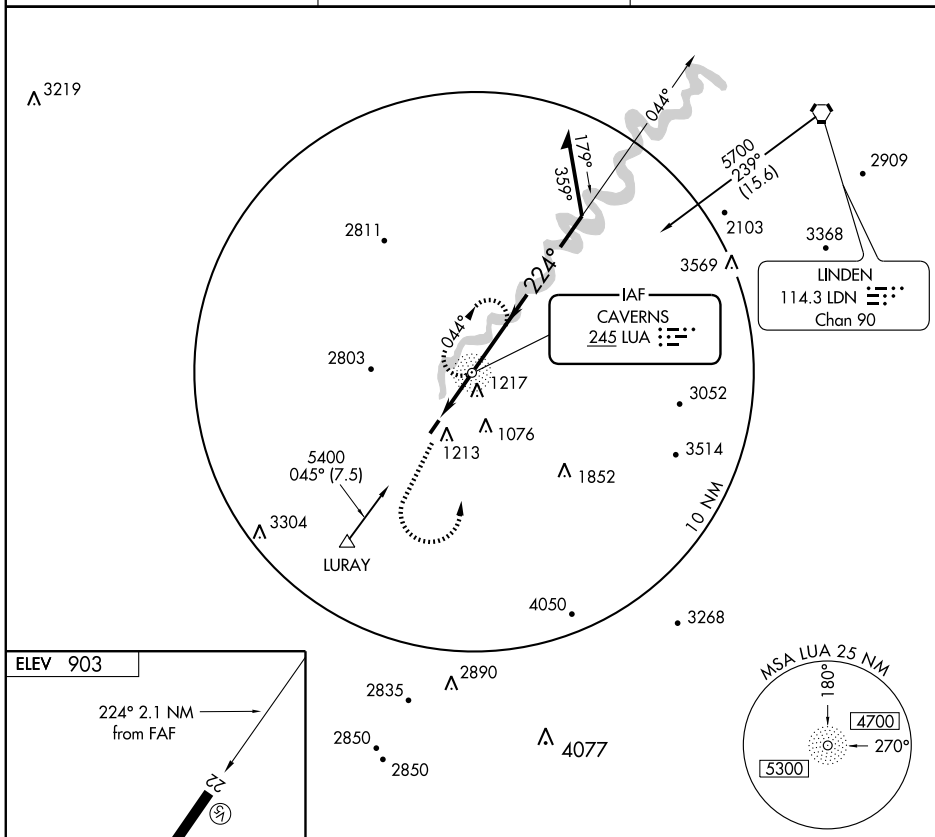
NDB-A

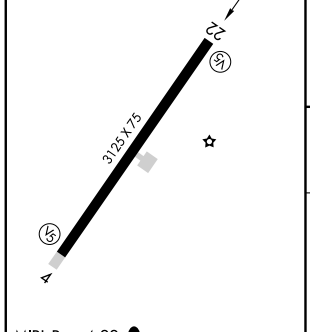
LURAY CAVERNS (W45)

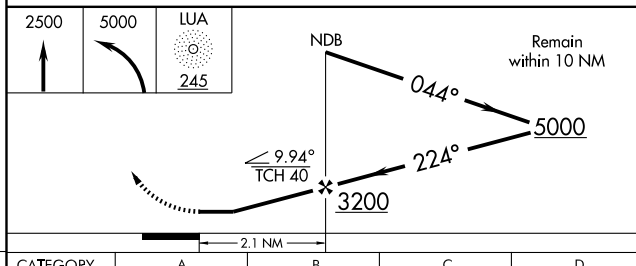
Use Charlottesville altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.

CHARLOTTESVILLE ASOS	WASHINGTON CENTER	UNICOM
118.425	133.2 282.2	122.8 (CTAF) L







FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

CATEGORY	A	B	C	D
CIRCLING	2360-1¼ 1457 (1500-1¼)	2360-1½ 1457 (1500-1½)	2360-3 1457 (1500-3)	NA

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3125
230°	TDZE	903
	Apt Elev	903

RNAV (GPS) RWY 22

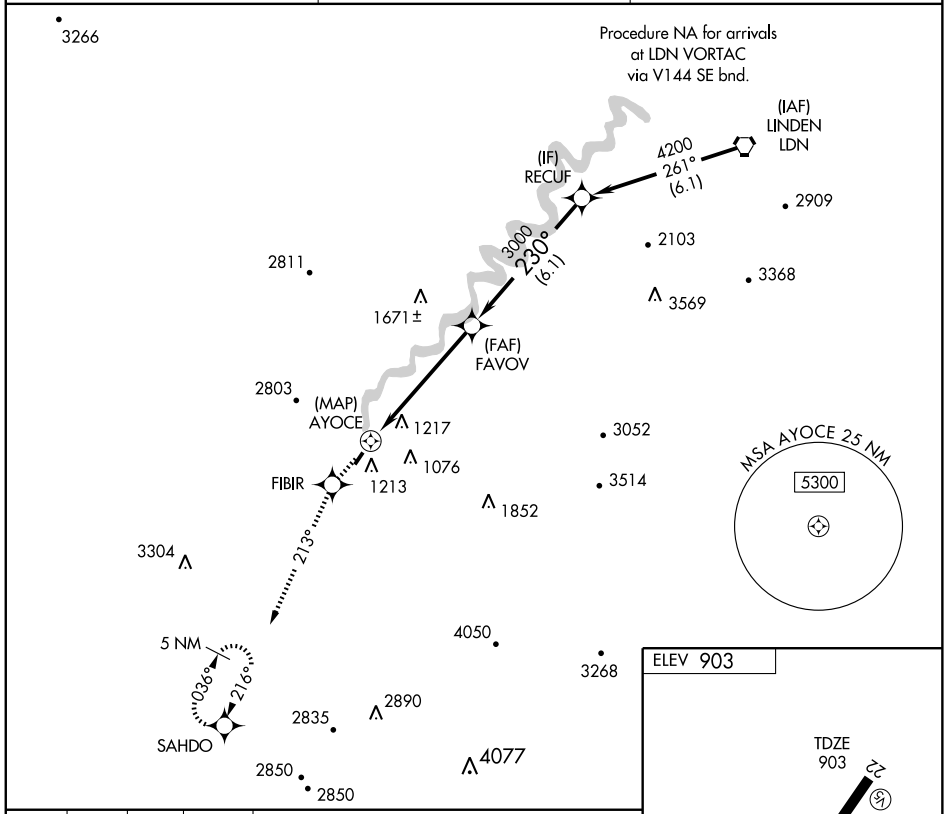
LURAY CAVERNS (W45)

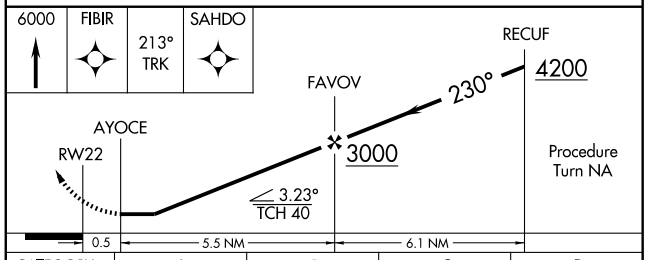
Use Charlottesville altimeter setting; when not received, use Orange altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

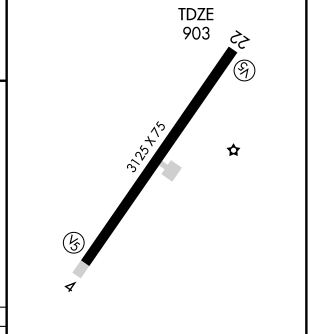
MISSED APPROACH: Climb to 6000 direct FIBIR and via 213° track to SAHDO and hold, continue climb-and-hold to 6000.

CHARLOTTESVILLE ASOS	WASHINGTON CENTER	UNICOM
118.425	133.2 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2280-1¼ 1377 (1400-1¼)	2280-1½ 1377 (1400-1½)	2280-3 1377 (1400-3)	NA
CIRCLING	2320-1¼ 1417 (1500-1¼)	2320-1½ 1417 (1500-1½)	2320-3 1417 (1500-3)	NA



MIRL Rwy 4-22 L

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC LDN 114.3 Chan 90	APP CRS 237°	Rwy Idg N/A TDZE N/A Apt Elev 903

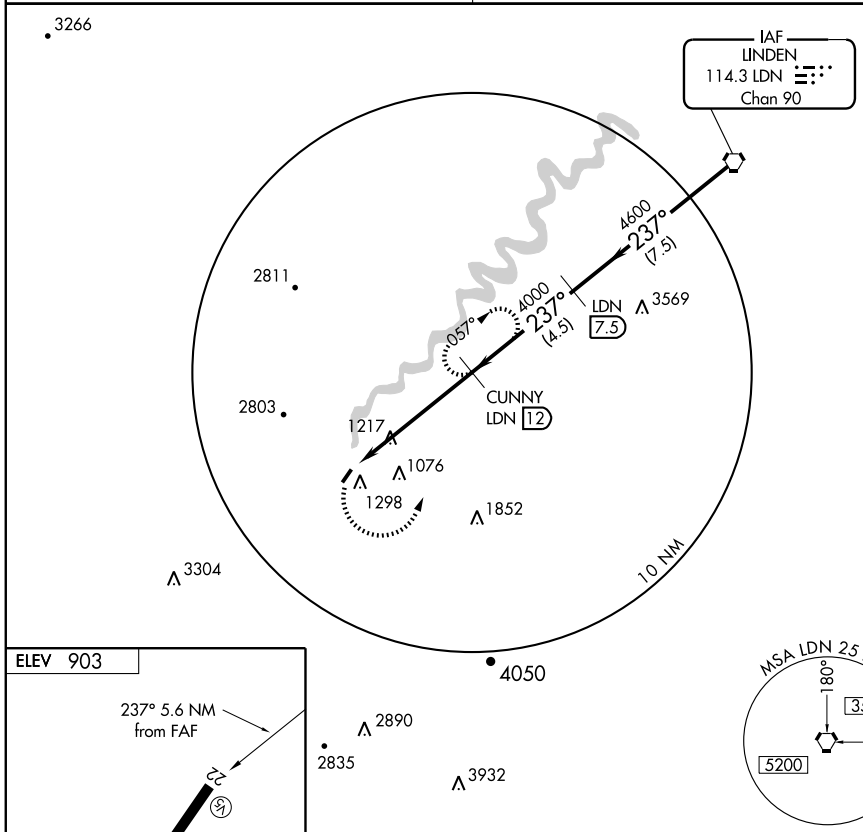
VOR/DME-B
LURAY CAVERNS (W45)

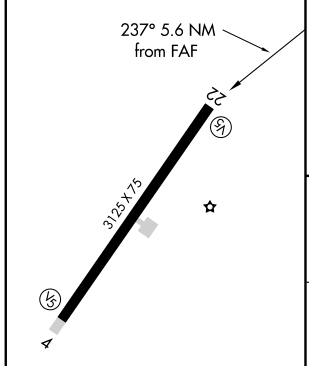
NA

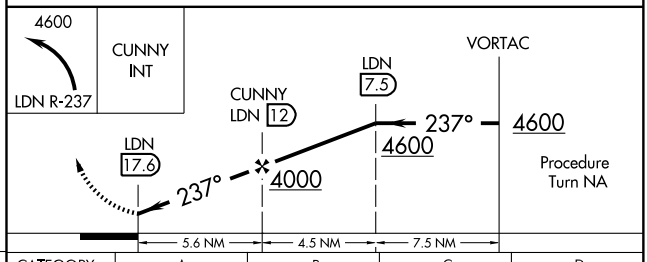
Use Charlottesville altimeter setting.

MISSED APPROACH: Climbing left turn to 4600 via LDN R-237 to CUNNY and hold.

WASHINGTON CENTER	UNICOM
133.2 282.2	122.8 (CTAF) L







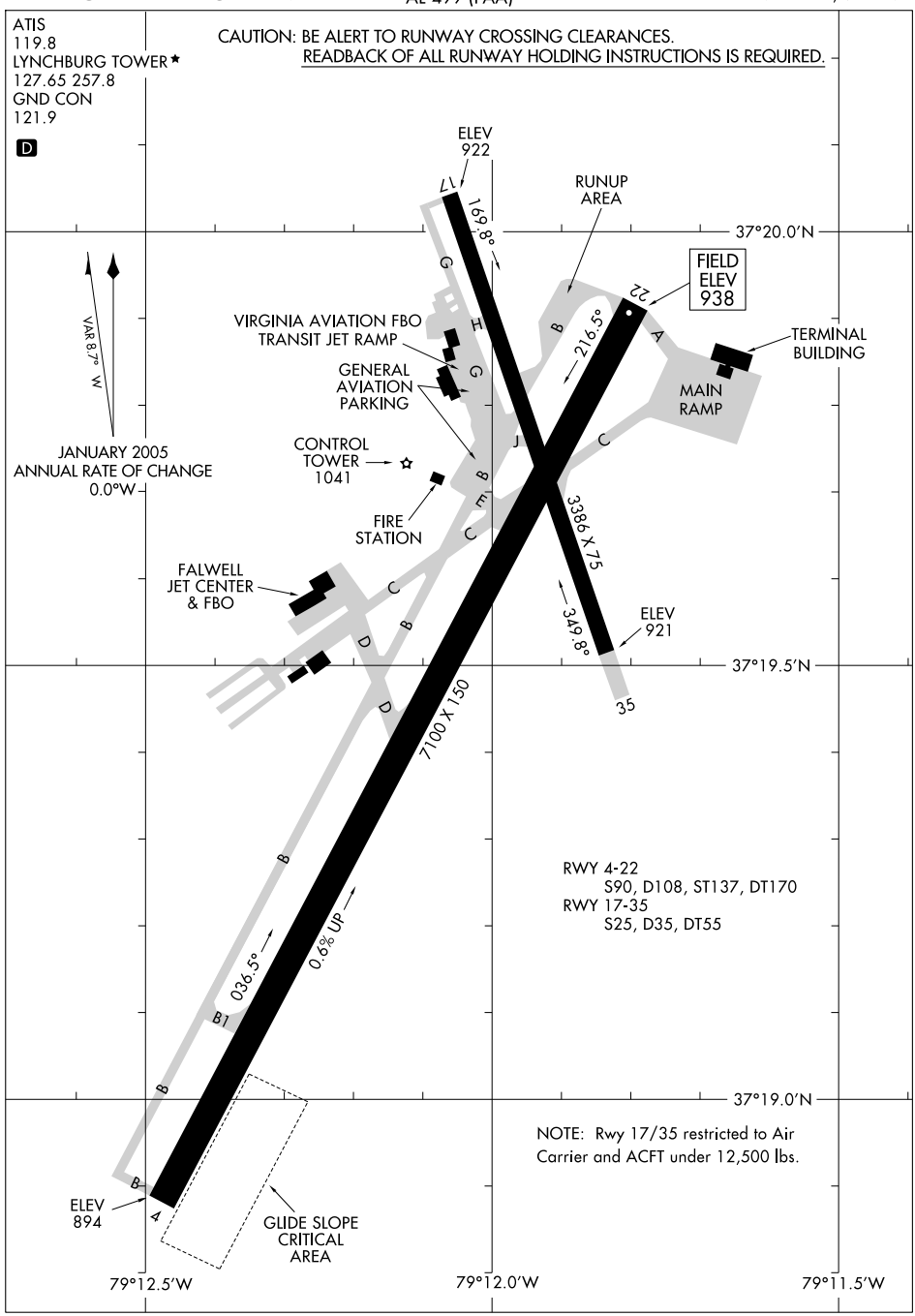
Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
CIRCLING	2320-1¼ 1417 (1500-1¼)	2320-1½ 1417 (1500-1½)	2320-3 1417 (1500-3)	NA

NE-3, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
AL-499 (FAA)
LYNCHBURG, VIRGINIA



NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-LYH	APP CRS	Rwy Idg	6800
110.1	036°	TDZE	906
		Apt Elev	938

ILS or LOC RWY 4

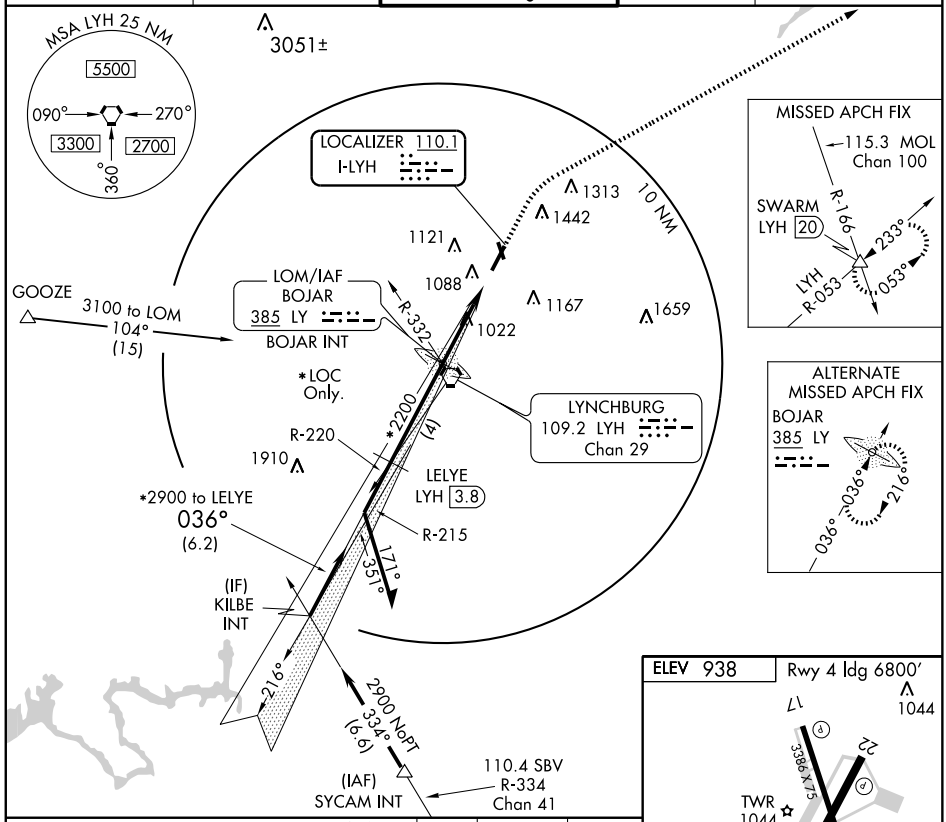
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

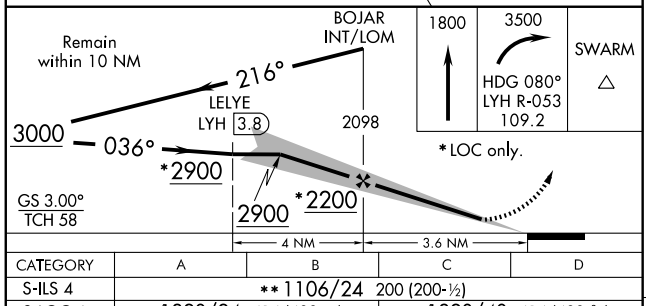
* DME REQUIRED
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

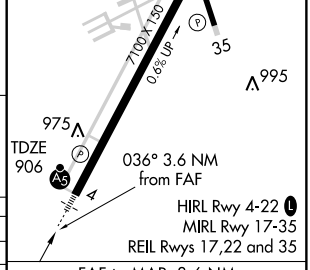
MALSR

MISSED APPROACH: Climb to 1800, then climbing right turn to 3500 via heading 080° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER *	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 4		** 1106/24 200 (200-½)		
S-LOC 4	1320/24 414 (400-½)		1320/40 414 (400-¾)	
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	6800
CH 58205	036°	TDZE	906
W04A		Apt Elev	938

RNAV (GPS) RWY 4

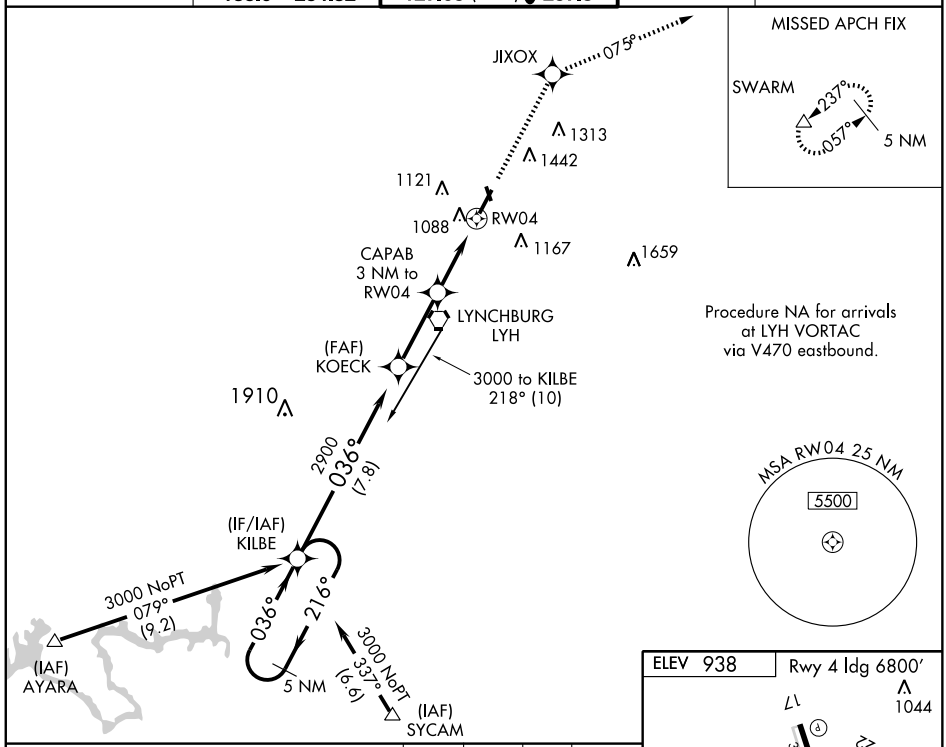
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

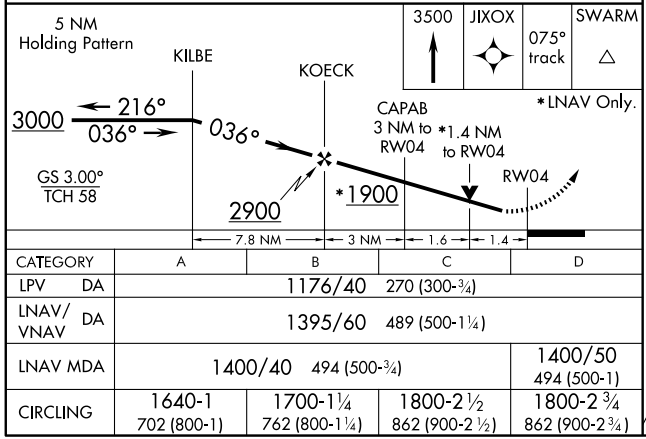
For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

MALSR

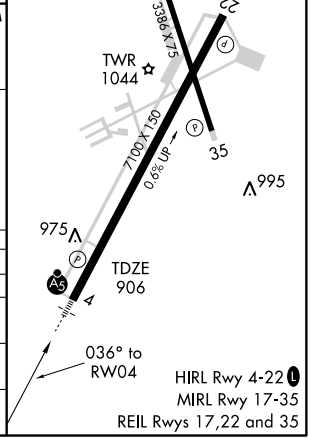
MISSED APPROACH: Climb to 3500 direct JIXOX and via 075° track to SWARM and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1176/40 270 (300-¾)			
LNAV/VNAV DA	1395/60 489 (500-1¼)			
LNAV MDA	1400/40 494 (500-¾)			1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)



NE-3. 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	7100
CH 97705	216°	TDZE	938
W22A		Apt Elev	938

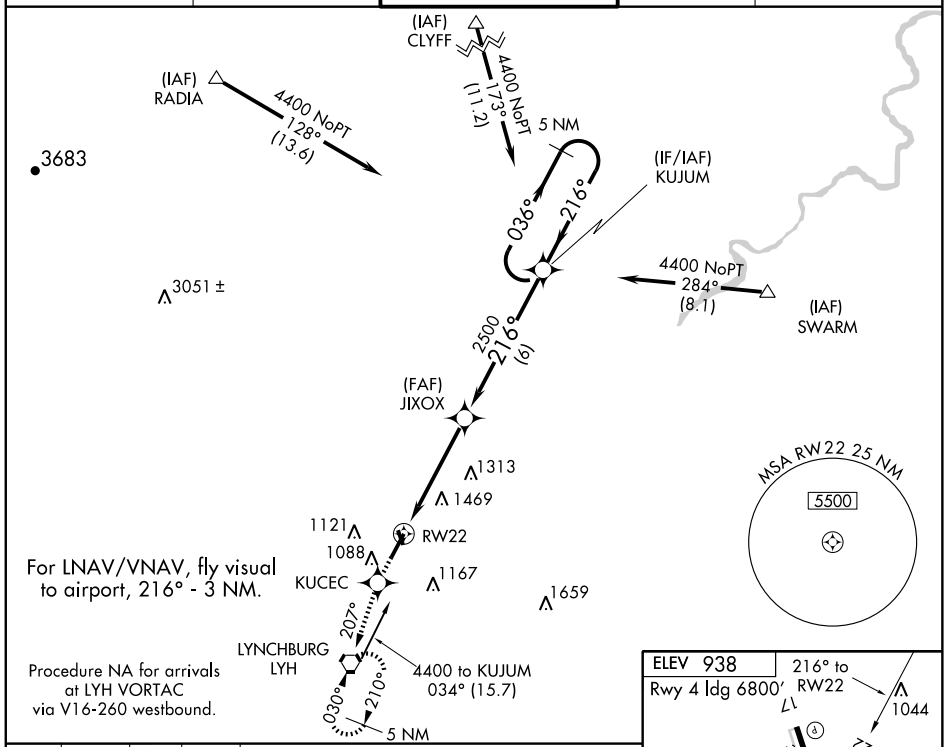
RNAV (GPS) RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA.

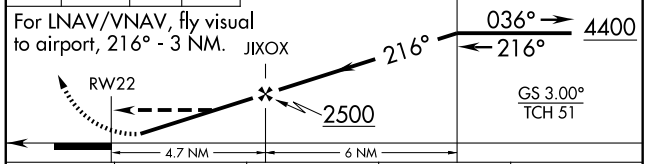
MISSED APPROACH: Climb to 3000 direct KUCEC and via 207° track to LYH VORTAC and hold, continue climb-in hold to 3000.

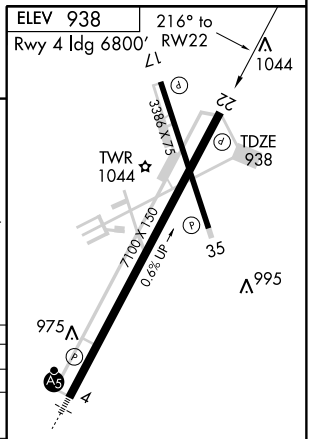
ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95



3000	KUCEC	207° track	LYH

VGSI and RNAV glidepath not coincident.





CATEGORY	A	B	C	D
LPV DA	1250-1 312 (400-1)			
LNAV/VNAV DA	1939-2 1001 (1100-2)		1939-3 1001 (1100-3)	
LNAV MDA	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1720-2 ¼ 782 (800-2 ¼)	1720-2 ½ 782 (800-2 ½)
CIRCLING	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1 ¼)	1800-2 ½ 862 (900-2 ½)	1800-2 ¾ 862 (900-2 ¾)

HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17,22 and 35

NE-3. 22 OCT 2009 to 19 NOV 2009

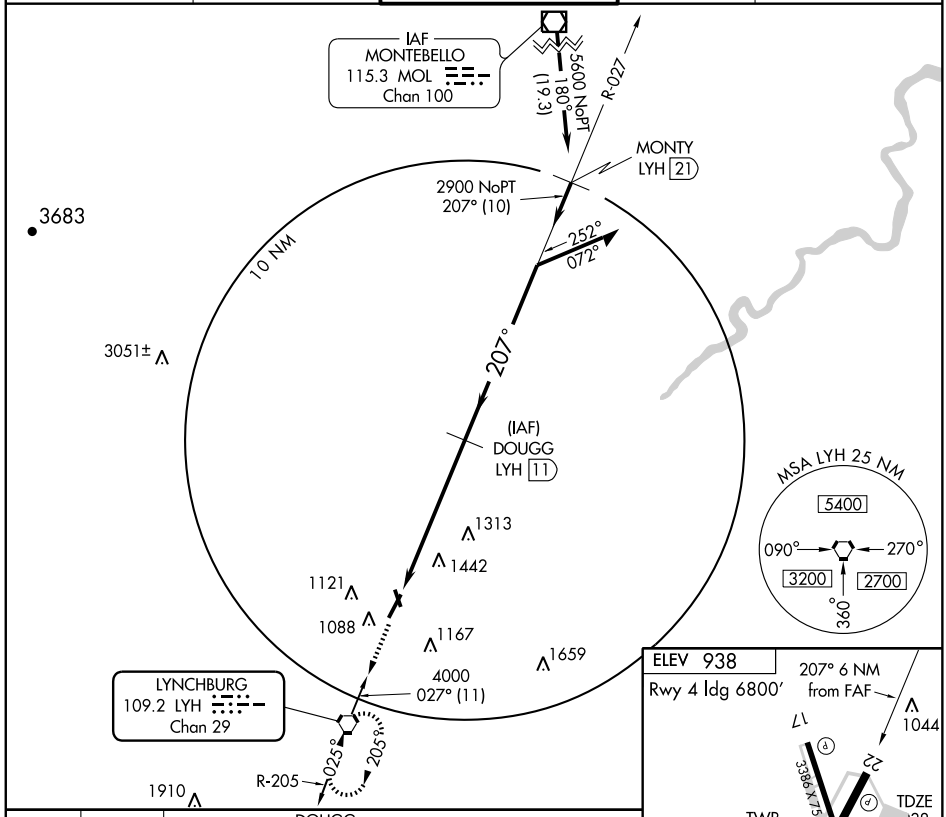
VORTAC LYH 109.2 Chan 29	APP CRS 207°	Rwy Idg 7100 TDZE 938 Apt Elev 938

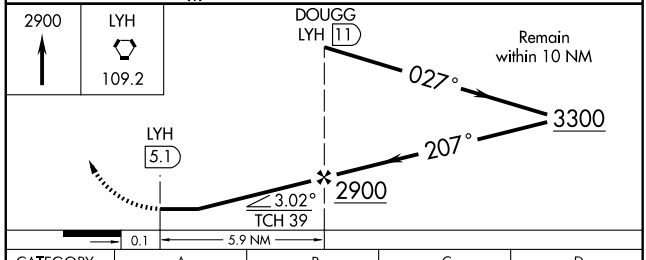
VOR/DME RWY 22

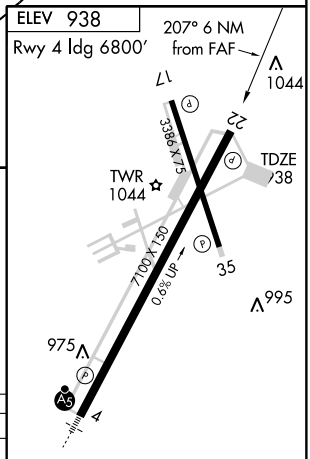
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

MISSED APPROACH: Climb to 2900 direct LYH VORTAC and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-22	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	1740-2½ 802 (900-2½)
CIRCLING	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17,22 and 35

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VORTAC LYH	APP CRS	Rwy Idg	6800
109.2	026°	TDZE	906
Chan 29		Apt Elev	938

VOR RWY 4

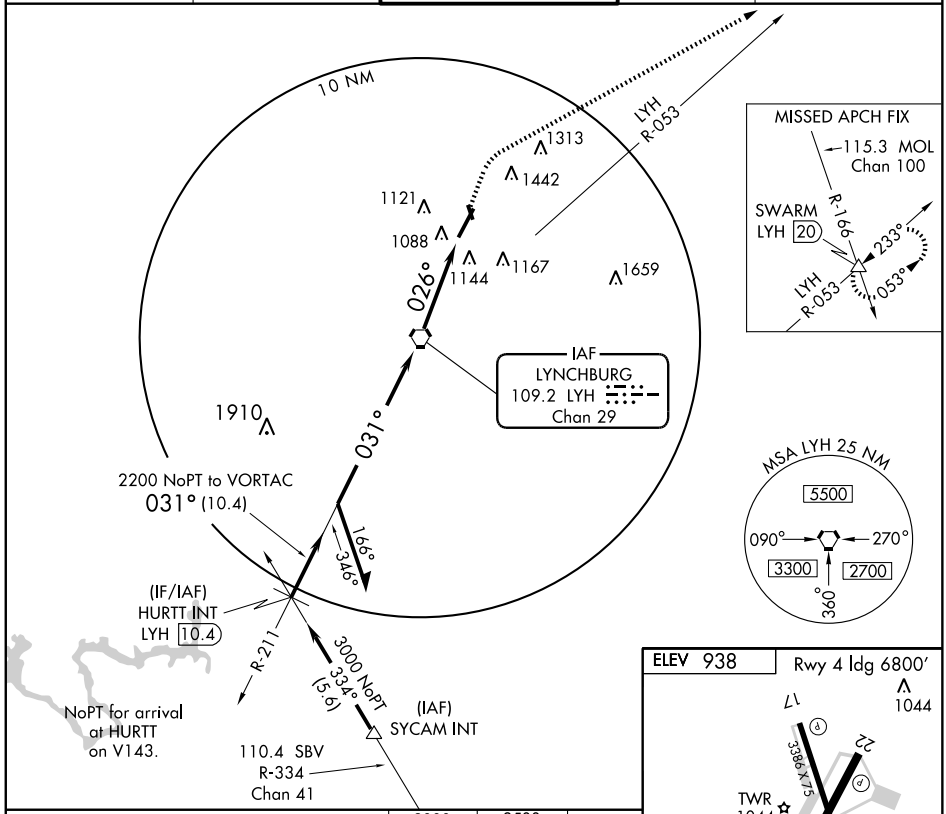
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

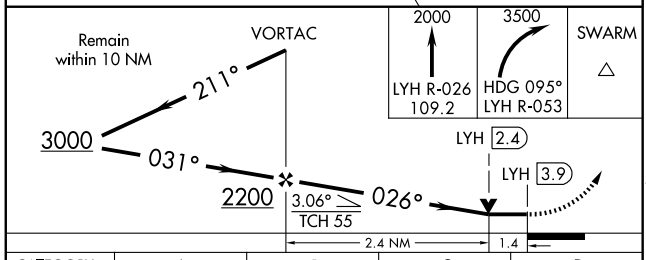
For inoperative MALSR, increase S-4 Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA.

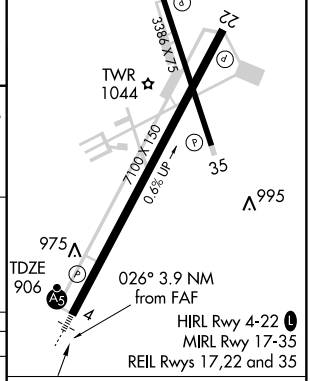
MALSR

MISSED APPROACH: Climb to 2000 via LYH VORTAC R-026 then climbing right turn to 3500 via heading 095° and LYH VORTAC R-053 to SWARM Int and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.32	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-4	1400/40 494 (500-¾)			1400/50 494 (500-1)
CIRCLING	1640-1 702 (800-1)	1700-1¼ 762 (800-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

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APP CRS		
283°	Rwy Idg	2932
	TDZE	939
	Apt Elev	939

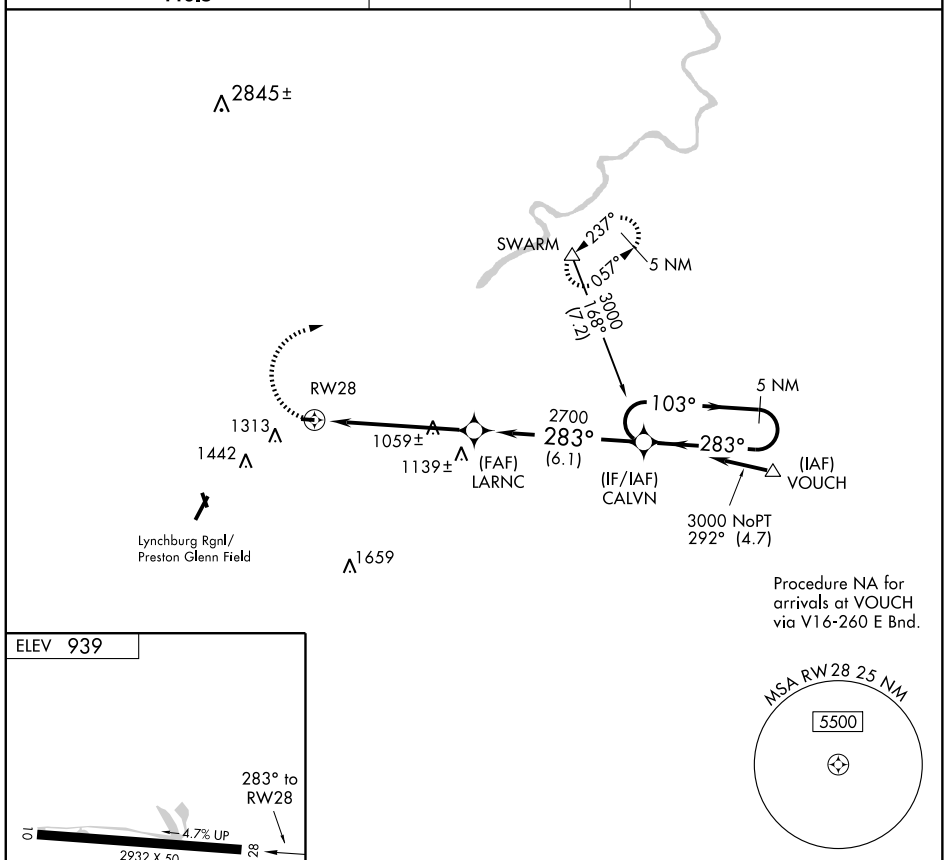
RNAV (GPS) RWY 28

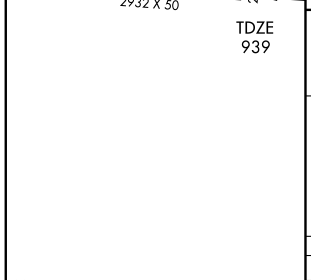
LYNCHBURG/ FALWELL (W24)

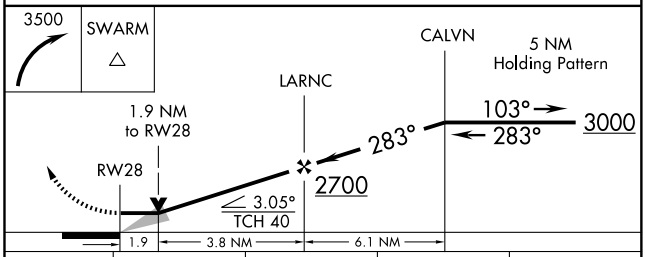
Use Lynchburg Rgnl/Preston Glenn Field altimeter setting, if not received use Farmville altimeter setting and increase all MDAs 160 feet. VDP NA when using Farmville altimeter setting. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3500 direct SWARM and hold.

LYNCHBURG RGNL/PRESTON GLENN FIELD ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.32	123.0 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	1460-1	521 (600-1)		NA

MIRL Rwy 10-28

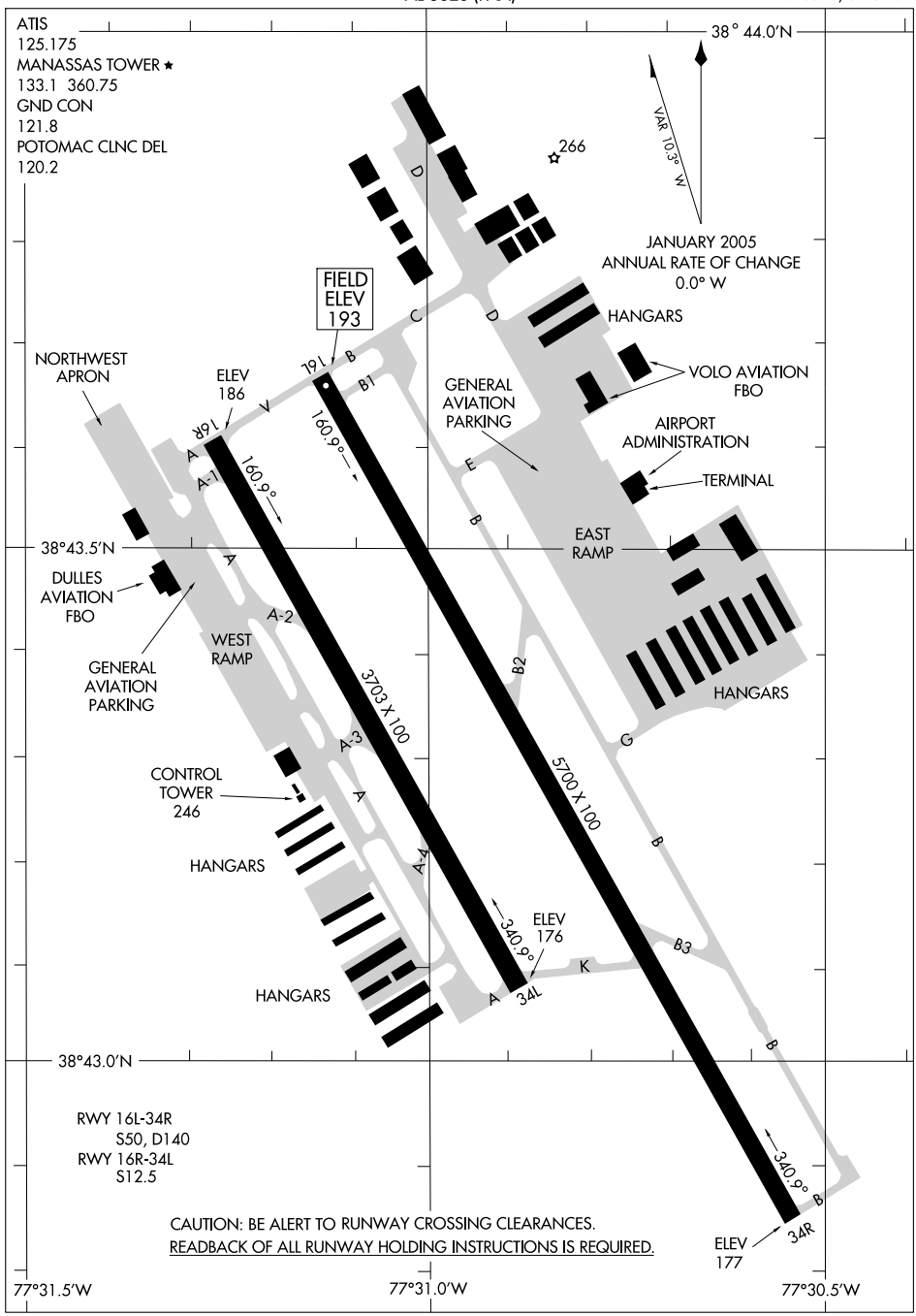
NE-3, 22 OCT 2009 to 19 NOV 2009

09015

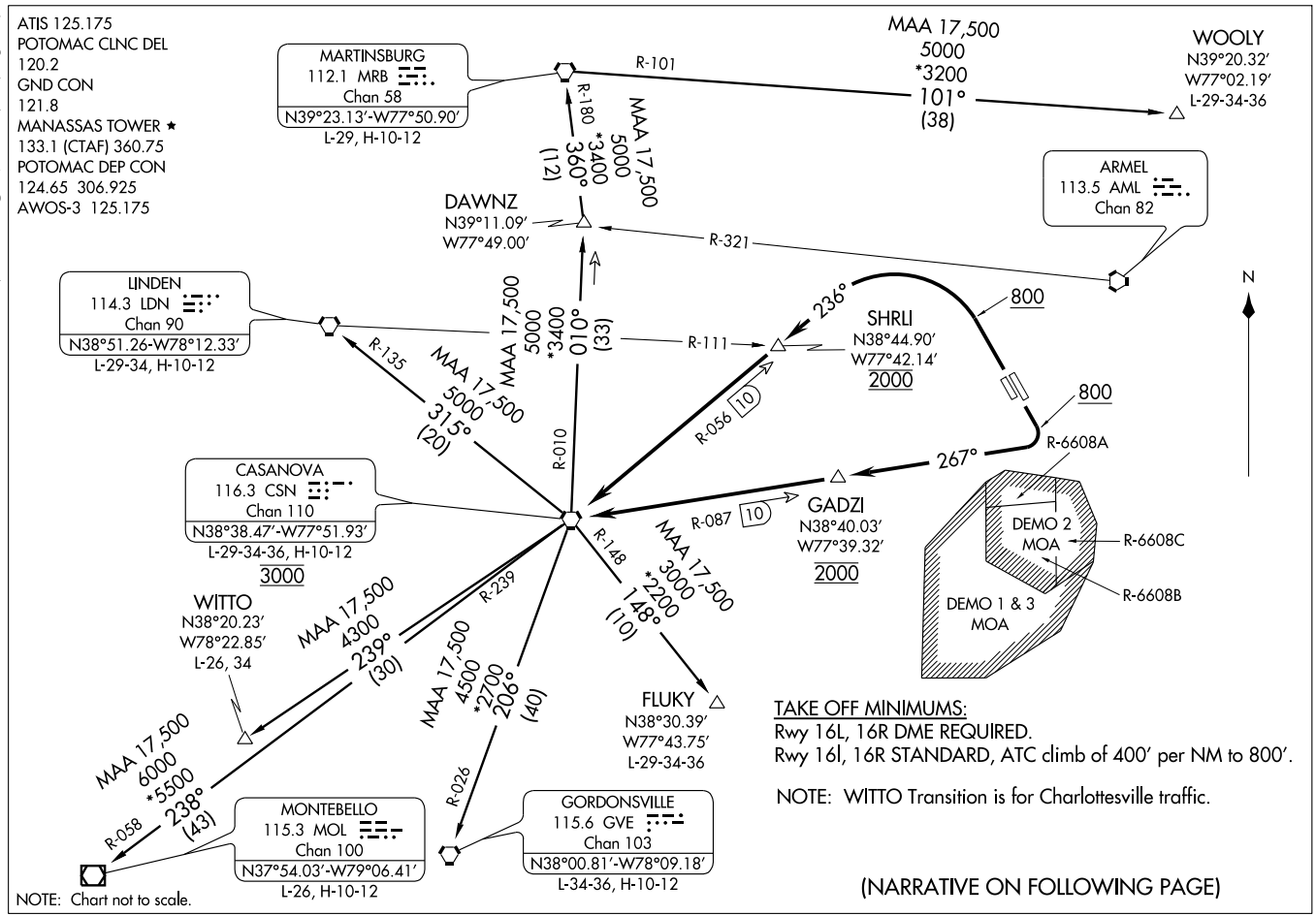
AIRPORT DIAGRAM

MANASSAS RNGL/HARRY P. DAVIS FIELD (HEF)

AL-5326 (FAA) — MANASSAS, VIRGINIA



NE-3, 22 OCT 2009 to 19 NOV 2009


ATIS 125.175
POTOMAC CLNC DEL
120.2
GND CON
121.8
MANASSAS TOWER ★
133.1 (CTAF) 360.75
POTOMAC DEP CON
124.65 306.925
AWOS-3 125.175
MARTINSBURG
112.1 MRB
Chan 58
N39°23.13'-W77°50.90'
L-29, H-10-12
R-101
MAA 17,500
5000
*3200
101°
(38)
WOOLY
N39°20.32'
W77°02.19'
L-29-34-36
R-180
MAA 17,500
5000
*3400
360°
(12)
DAWNZ
N39°11.09'
W77°49.00'
ARMEL
113.5 AML
Chan 82
R-321
LINDEN
114.3 LDN
Chan 90
N38°51.26-W78°12.33'
L-29-34, H-10-12
R-135
MAA 17,500
5000
*3400
010°
(33)
R-111
SHRLI
N38°44.90'
W77°42.14'
2000
236°
800
800
267°
R-6608A
MAA 17,500
5000
315°
(20)
R-010
R-056
10
CASANOVA
116.3 CSN
Chan 110
N38°38.47'-W77°51.93'
L-29-34-36, H-10-12
3000
R-087
10
GADZI
N38°40.03'
W77°39.32'
2000
DEMO 2
MOA
R-6608C
R-6608B
DEMO 1 & 3
MOA
R-148
MAA 17,500
3000
*2200
148°
(10)
WITTO
N38°20.23'
W78°22.85'
L-26, 34
R-239
MAA 17,500
4300
239°
(30)
MAA 17,500
4500
*2700
206°
(40)
FLUKY
N38°30.39'
W77°43.75'
L-29-34-36
MAA 17,500
6000
*5500
238°
(43)
R-058
R-026
MONTEBELLO
115.3 MOL
Chan 100
N37°54.03'-W79°06.41'
L-26, H-10-12
GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81'-W78°09.18'
L-34-36, H-10-12
N
TAKE OFF MINIMUMS:
Rwy 16L, 16R DME REQUIRED.
Rwy 16l, 16R STANDARD, ATC climb of 400' per NM to 800'.
NOTE: WITTO Transition is for Charlottesville traffic.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 34L: Climb heading 341° to 800′, then climbing left turn to 2000′ to intercept CSN R-056 to CSN VORTAC. Maintain 2000′ until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 34R: Climb heading 341° to 800′, then climbing left turn to 2000′ to intercept CSN R-056 to CSN VORTAC. Maintain 2000′ until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 16L: Climb heading 161° to 800′, then climbing right turn to 2000′ to intercept CSN R-087 to CSN VORTAC. Maintain 2000′ until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .
TAKE-OFF RWY 16R: Climb heading 161° to 800′, then climbing right turn to 2000′ to intercept CSN R-087 to CSN VORTAC. Maintain 2000′ until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .

. . . . climb and maintain 3000′. Cross CSN VORTAC at 3000′.

FLUKY TRANSITION (ARSNL2.FLUKY): From over CSN VORTAC via CSN R-148 to FLUKY INT.
GORDONSVILLE TRANSITION (ARSNL2.GVE): From over CSN VORTAC via CSN R-206 and GVE R-026 to GVE VORTAC.
LINDEN TRANSITION (ARSNL2.LDN): From over CSN VORTAC via CSN R-315 and LDN R-135 to LDN VORTAC.
MARTINSBURG TRANSITION (ARSNL2.MRB): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC.
MONTEBELLO TRANSITION (ARSNL2.MOL): From over CSN VORTAC via CSN R-239 and MOL R-058 to MOL VOR/DME.
WITTO TRANSITION (ARSNL2WITTO): From over CSN VORTAC via CSN R-239 to WITTO INT.
WOOLY TRANSITION (ARSNL2.WOOLY): From over CSN VORTAC via CSN R-010 to DAWNZ INT, then via MRB R-180 to MRB VORTAC, then via MRB R-101 to WOOLY INT.

TAKE-OFF OBSTACLES:

NOTE: Rwy 16R: Terrain 64′ from DER, 136′ right of centerline, 179′ MSL. Numerous trees beginning 242′ from DER, 53′ right of centerline up to 100′ AGL/279′ MSL. Vehicle on road 886′ from DER, 463′ right of centerline, 15′ AGL/214′ MSL. Terrain 33′ from DER, 427′ left of centerline, 179′ MSL. Numerous trees beginning 688′ from DER, 40′ left of centerline, up to 100′ AGL/279′ MSL.

NOTE: Rwy 16L: Terrain 56′ from DER, 177′ left of centerline, 179′ MSL. Numerous trees beginning 1,911′ from DER, 158′ left of centerline, up to 83′ AGL/292′ MSL. Terrain 87′ from DER, 386′ right of centerline, 179′ MSL. Numerous trees beginning 2,559′ from DER, 29′ right of centerline up to 100′ AGL/273′ MSL.

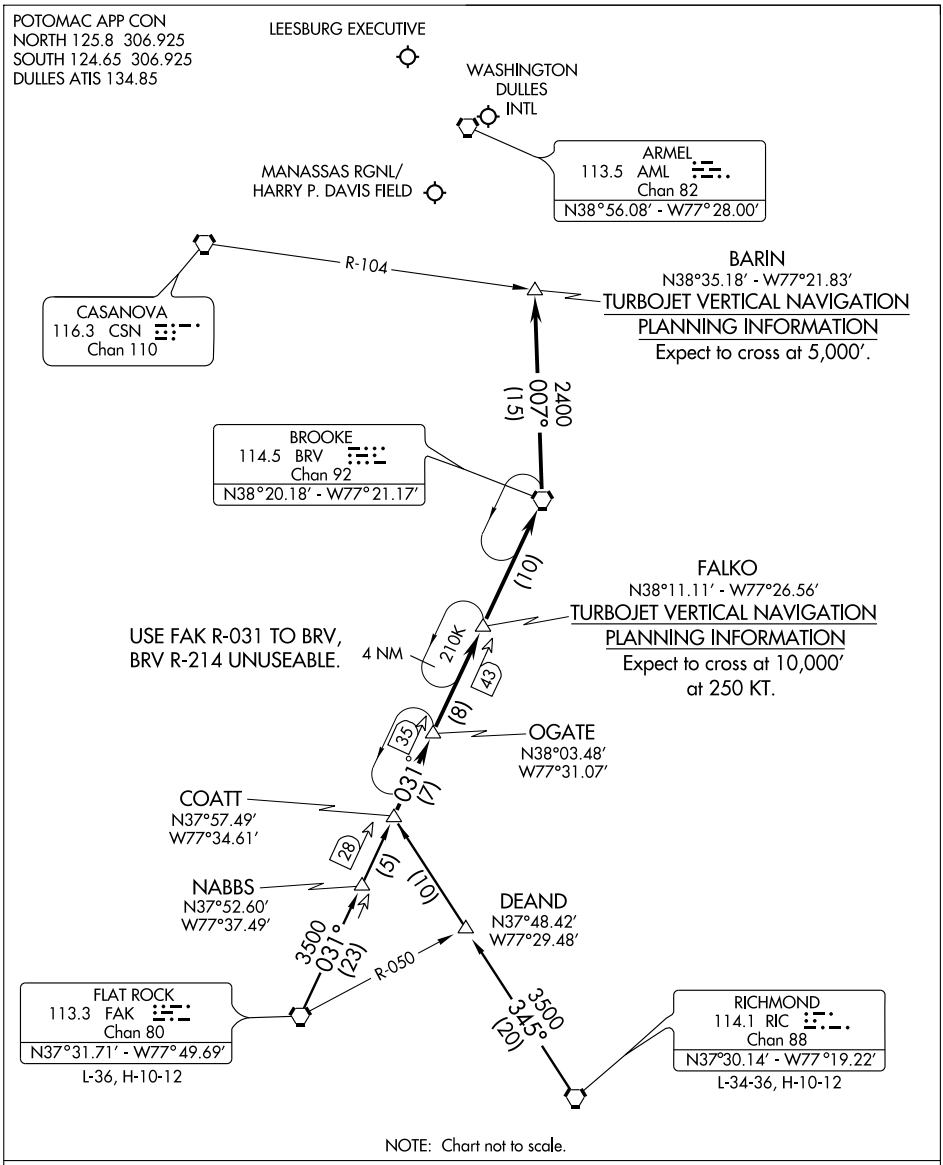
NOTE: Rwy 34R: Sign 70′ from DER, 91′ right of centerline, 6′ AGL/196′ MSL. Terrain beginning 23′ from DER, 222′ right of centerline, up to 199′ MSL. Vehicle on road 198′ from DER, 9′ right of centerline, 15′ AGL/214′ MSL. Numerous trees beginning 1,860′ from DER, 828′ right of centerline, up to 70′ AGL/280′ MSL. Numerous trees beginning 2,875′ from DER, 484′ left of centerline, up to 27′ AGL/266′ MSL.

NOTE: Rwy 34L: Terrain 107′ from DER, 409′ right of centerline, 189′ MSL. Numerous trees beginning 2,802′ from DER, 251′ right of centerline, up to 27′ AGL/266′ MSL. Terrain 76′ from DER, 154′ left of centerline, 189′ MSL. Vehicle on road 366′ from DER, 19′ left of centerline, 15′ AGL/204′ MSL. Numerous trees beginning 1,603′ from DER, 249′ left of centerline, up to 43′ AGL/252′ MSL. Tower 3,398 from DER, 1,102′ left of centerline, 68′ AGL/274′ MSL.

NE-3, 22 OCT 2009 to 19 NOV 2009

COATT FOUR ARRIVAL

WASHINGTON, DC



NOTE: Chart not to scale.

FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . .

. . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-HEF	APP CRS	Rwy Idg	5700
109.1	163°	TDZE	192
		Apt Elev	192

ILS or LOC RWY 16L

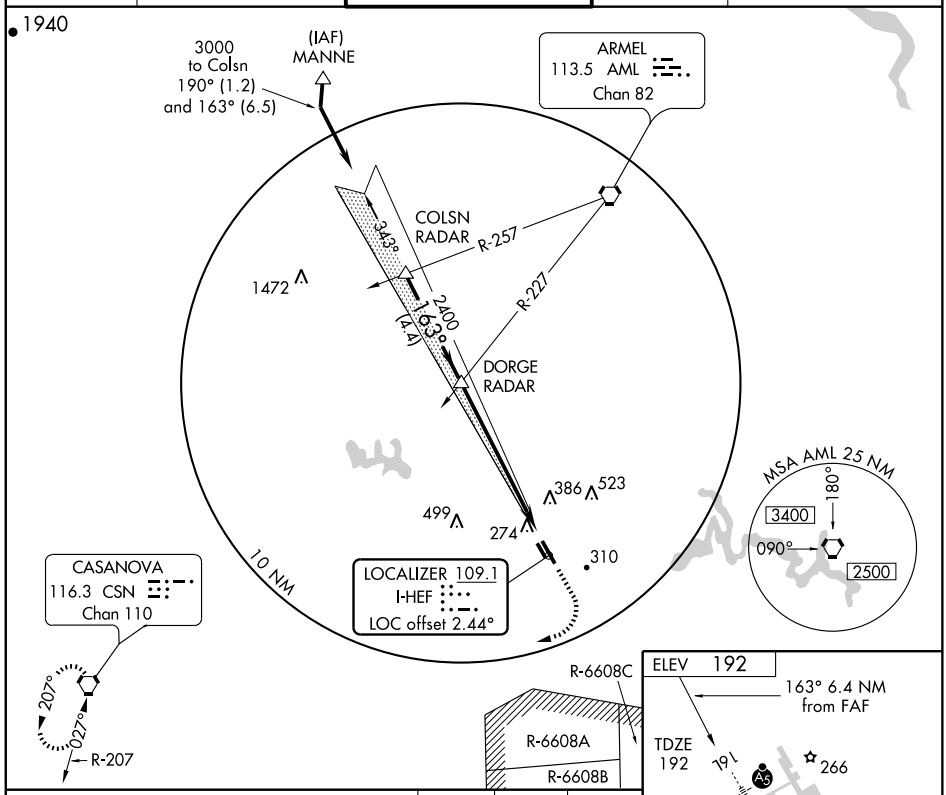
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

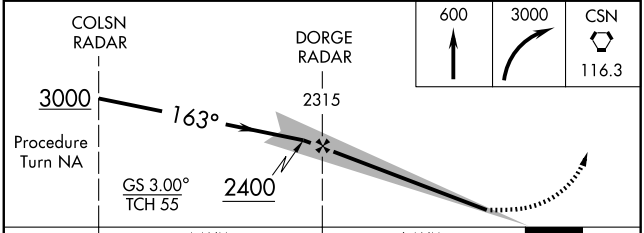
Inoperative table does not apply.

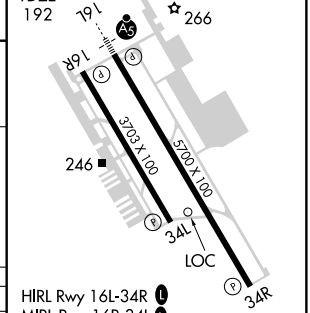
MALSR

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) L 360.75	121.8	120.2







HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL All Rwys L

CATEGORY	A	B	C	D
S-ILS 16L	442-¾	250 (300-¾)	492-1	300 (300-1)
S-LOC 16L	800-1	608 (700-1)	800-1¾ 608 (700-1¾)	800-2 608 (700-2)
CIRCLING	800-1	608 (700-1)	800-1¾ 608 (700-1¾)	800-2 608 (700-2)

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

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WAAS	APP CRS	Rwy ldg	5700
CH 70302	161°	TDZE	192
W16A		Apt Elev	192

RNAV (GPS) RWY 16L

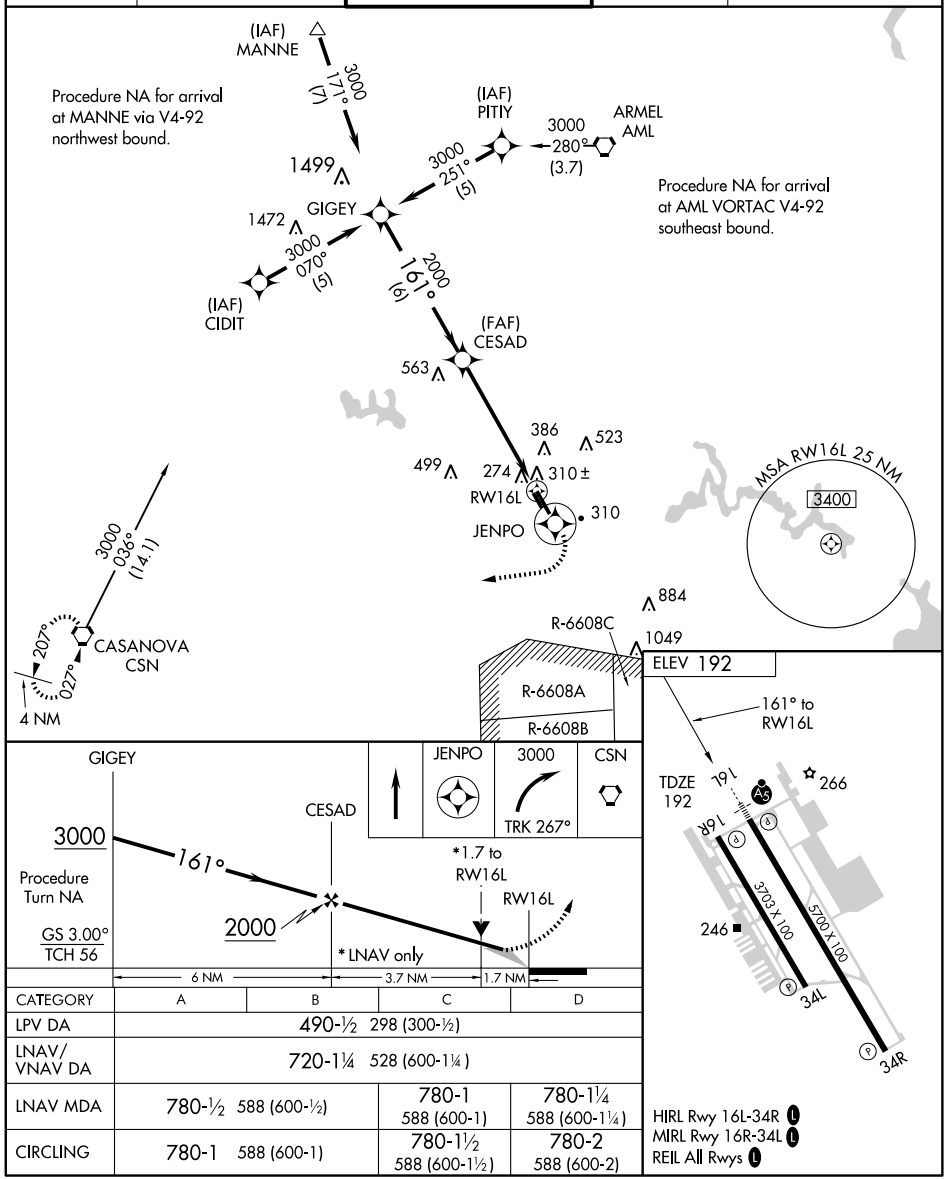
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

BARO-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LPV DA vis to 1 mile all Cats.

MALSR

MISSED APPROACH: Climb direct JENPO then climbing right turn to 3000 via 267° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER *	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) L 360.75	121.8	120.2



CATEGORY	A	B	C	D
LPV DA	490-½ 298 (300-½)			
LNAV/ VNAV DA	720-1¼ 528 (600-1¼)			
LNAV MDA	780-½ 588 (600-½)		780-1 588 (600-1)	780-1¼ 588 (600-1¼)
CIRCLING	780-1 588 (600-1)		780-1½ 588 (600-1½)	780-2 588 (600-2)

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL All Rwys L

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3703
161°	TDZE	185
	Apt Elev	192

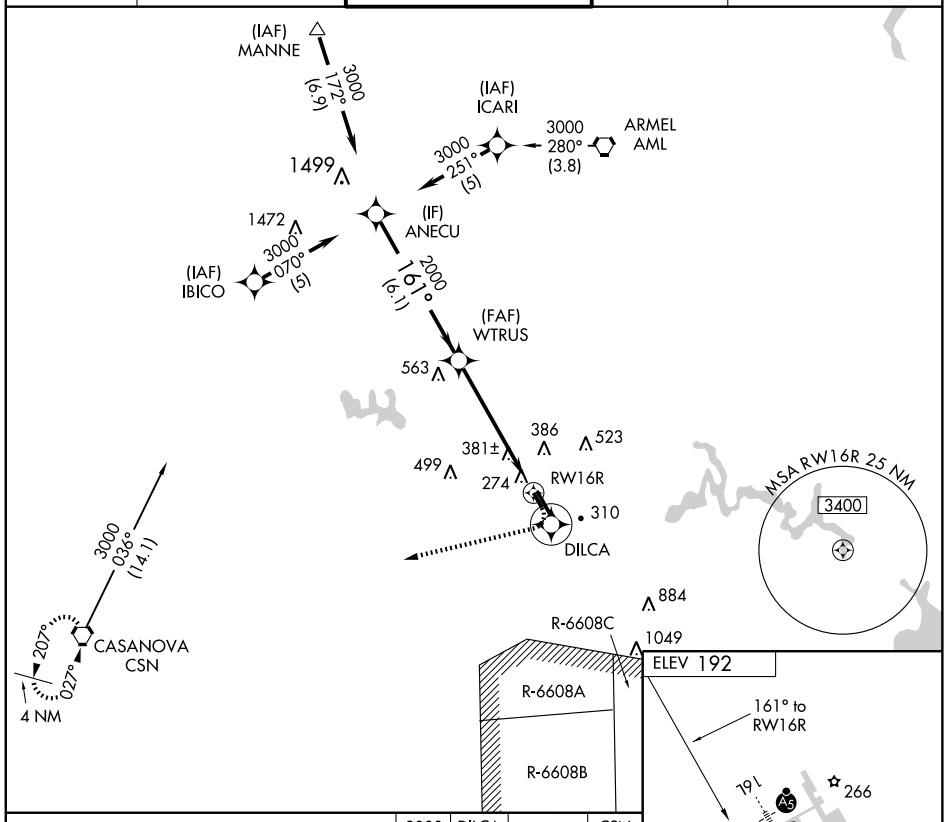
RNAV (GPS) RWY 16R

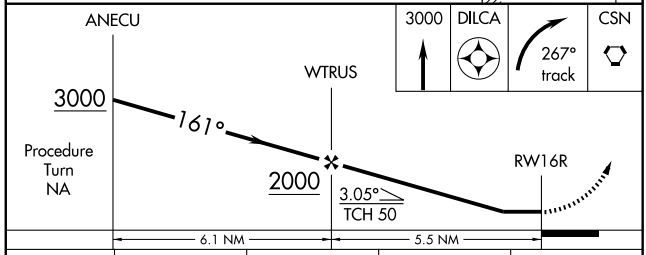
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DILCA WP and right turn via 267° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) 360.75	121.8	120.2





CATEGORY	A	B	C	D
LNAV MDA	780-1	595 (600-1)	780-1½ 595 (600-1½)	780-1¾ 595 (600-1¾)
CIRCLING	780-1	588 (600-1)	780-1½ 588 (600-1½)	780-2 588 (600-2)

HIRL Rwy 16L-34R (L)
MIRL Rwy 16R-34L (L)
REIL All Rwys (L)

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5700
326°	TDZE	177
	Apt Elev	192

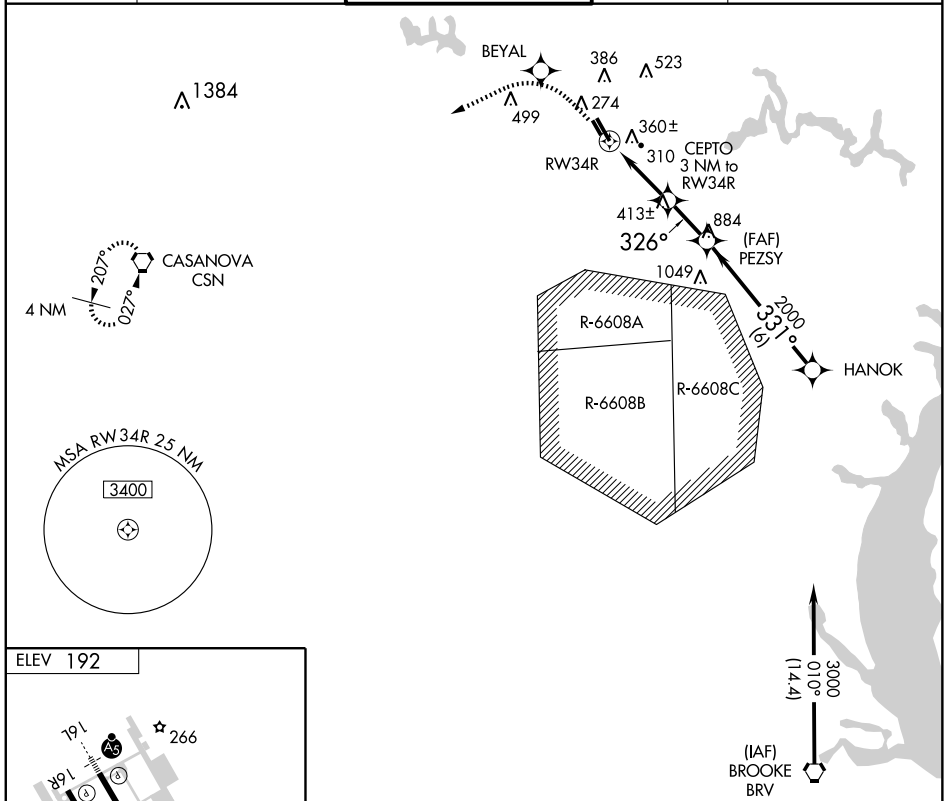
RNAV (GPS) RWY 34R

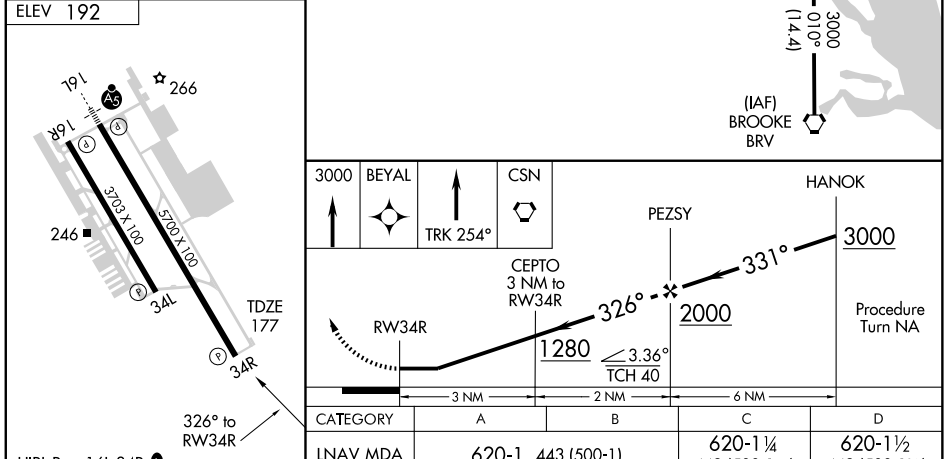
MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BEYAL WP and via 254° track to CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	POTOMAC CLNC DEL
125.175	124.65 306.925	133.1 (CTAF) 360.75	121.8	120.2

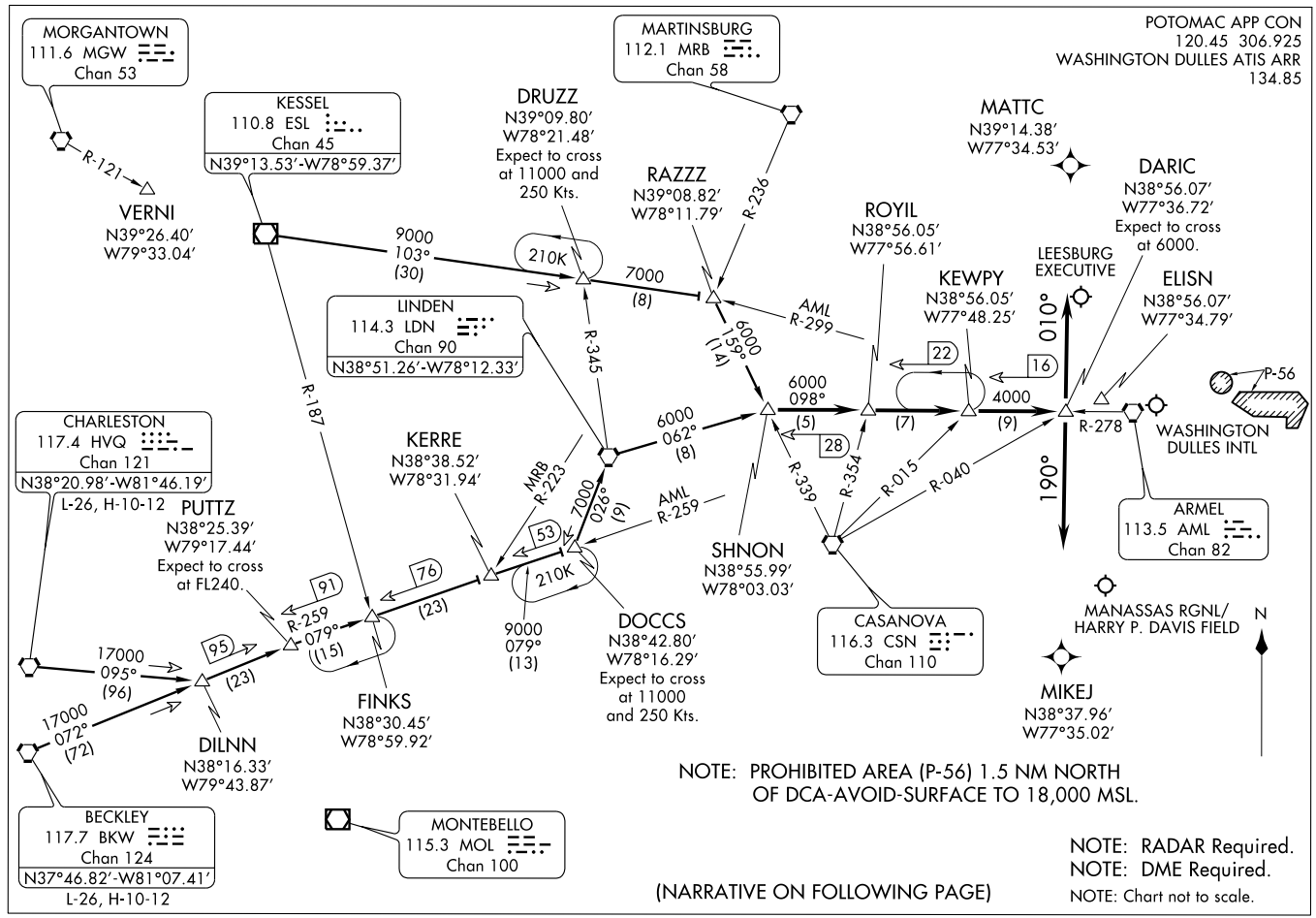




CATEGORY	A	B	C	D
LNAV MDA	620-1 443 (500-1)		620-1¼ 443 (500-1¼)	620-1½ 443 (500-1½)
CIRCLING	700-1 508 (600-1)		720-1½ 528 (600-1½)	760-2 568 (600-2)

HIRL Rwy 16L-34R (L)
MIRL Rwy 16R-34L (L)
REIL All Rwys (L)

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POTOMAC APP CON
120.45 306.925
WASHINGTON DULLES ATIS ARR
134.85
MORGANTOWN
111.6 MGW
Chan 53
MARTINSBURG
112.1 MRB
Chan 58
KESSEL
110.8 ESL
Chan 45
N39°13.53'-W78°59.37'
VERNI
N39°26.40'
W79°33.04'
R-121
DRUZZ
N39°09.80'
W78°21.48'
Expect to cross
at 11000 and
250 Kts.
RAZZZ
N39°08.82'
W78°11.79'
R-236
MATTC
N39°14.38'
W77°34.53'
DARIC
N38°56.07'
W77°36.72'
Expect to cross
at 6000.
ROYIL
N38°56.05'
W77°56.61'
LEESBURG
EXECUTIVE
ELISN
N38°56.07'
W77°34.79'
KEWPY
N38°56.05'
W77°48.25'
9000
103°
(30)
210K
7000
(8)
AML
R-299
6000
159°
(14)
010°
LINDEN
114.3 LDN
Chan 90
N38°51.26'-W78°12.33'
R-345
22
16
4000
(9)
6000
098°
(5)
(7)
28
P-56
R-278
WASHINGTON
DULLES INTL
CHARLESTON
117.4 HVQ
Chan 121
N38°20.98'-W81°46.19'
L-26, H-10-12
R-187
KERRE
N38°38.52'
W78°31.94'
6000
062°
(8)
MRB
R-223
7000
029°
(9)
AML
R-259
R-339
R-354
R-015
R-040
190°
PUTTZ
N38°25.39'
W79°17.44'
Expect to cross
at FL240.
53
91
76
(23)
R-259
079°
(115)
210K
9000
079°
(13)
SHNON
N38°55.99'
W78°03.03'
ARMEL
113.5 AML
Chan 82
DOCCS
N38°42.80'
W78°16.29'
Expect to cross
at 11000
and 250 Kts.
CASANOVA
116.3 CSN
Chan 110
MANASSAS RGNL/
HARRY P. DAVIS FIELD
N
95
17000
095°
(96)
(23)
17000
072°
(72)
FINKS
N38°30.45'
W78°59.92'
DILNN
N38°16.33'
W79°43.87'
MIKEJ
N38°37.96'
W77°35.02'
NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH
OF DCA-AVOID-SURFACE TO 18,000 MSL.
BECKLEY
117.7 BKW
Chan 124
N37°46.82'-W81°07.41'
L-26, H-10-12
MONTEBELLO
115.3 MOL
Chan 100
NOTE: RADAR Required.
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

ROYIL TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

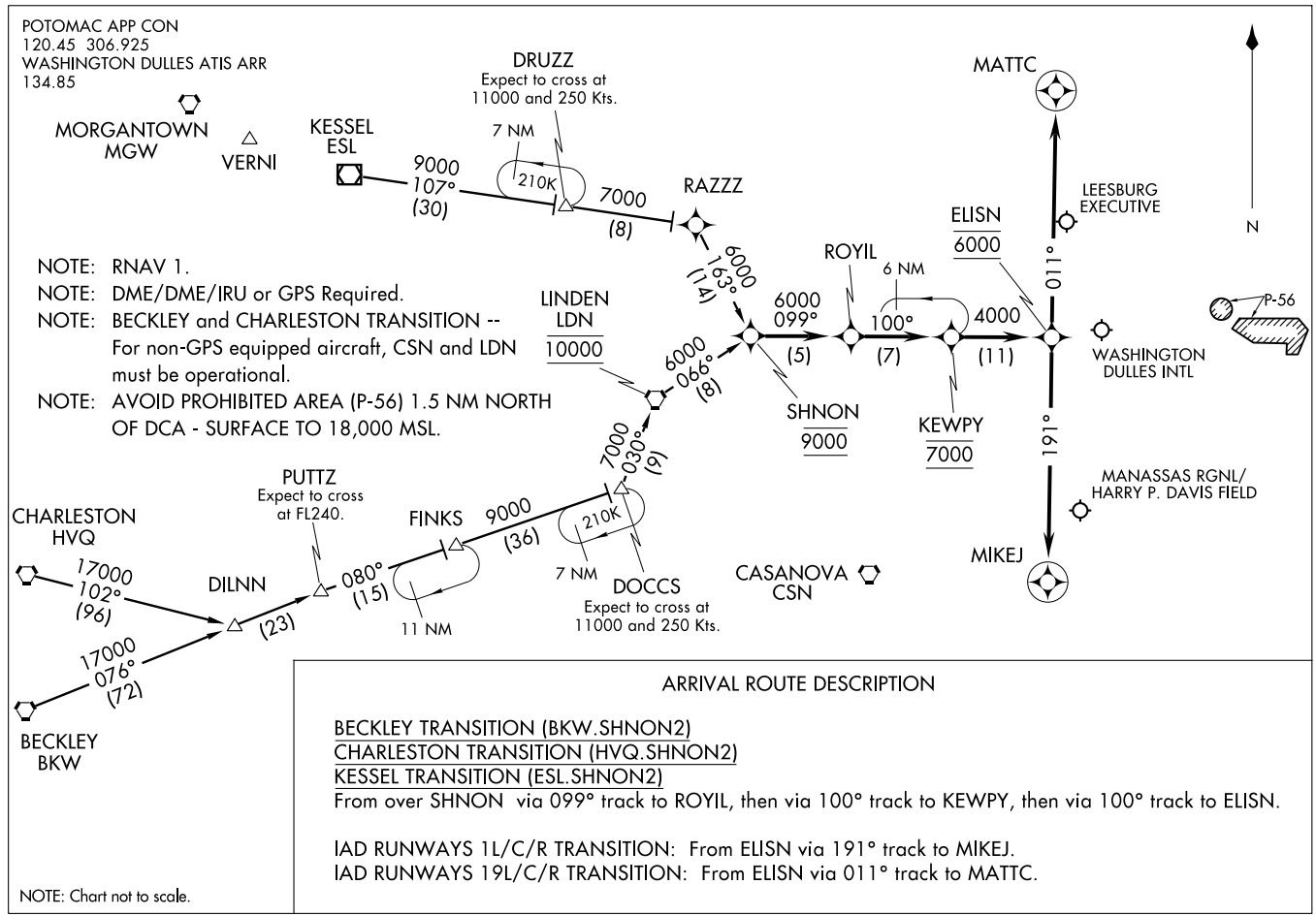
KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final approach course.

NE-3, 22 OCT 2009 to 19 NOV 2009



ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.SHNON2)
CHARLESTON TRANSITION (HVQ.SHNON2)
KESSEL TRANSITION (ESL.SHNON2)
From over SHNON via 099° track to ROYIL, then via 100° track to KEWPY, then via 100° track to ELISN.

IAD RUNWAYS 1L/C/R TRANSITION: From ELISN via 191° track to MIKEJ.
IAD RUNWAYS 19L/C/R TRANSITION: From ELISN via 011° track to MATTC.

LOC I-MKJ	APP CRS	Rwy Idg	5252
110.5	259°	TDZE	2519
		Apt Elev	2558

LOC RWY 26

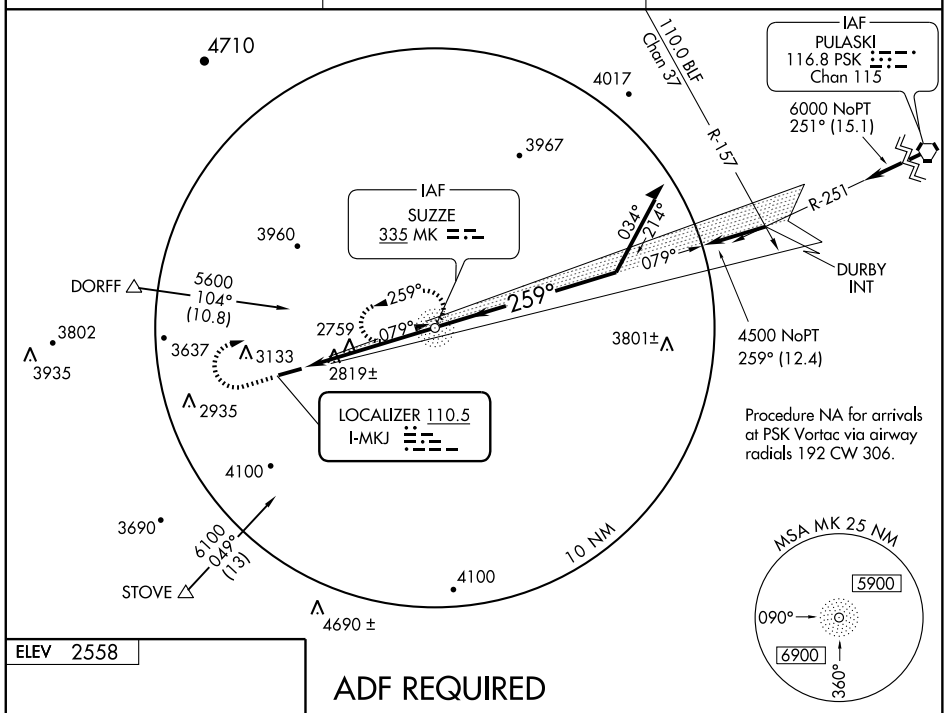
MARION/MOUNTAIN EMPIRE (MKJ)

Circling not authorized north of Rwy 8-26. When local altimeter setting not received, use Twin County altimeter setting and increase all MDA 80 feet, S-26 Cat C visibility ¼ mile and Circling Cat B/C visibility ¼ mile. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 4400 then climbing right turn to 6000 direct to MK NDB and hold.

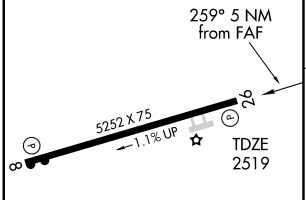
AWOS-3	ATLANTA CENTER	UNICOM
123.875	132.9 319.9	122.7 (CTAF) L



NE-3, 22 OCT 2009 to 19 NOV 2009

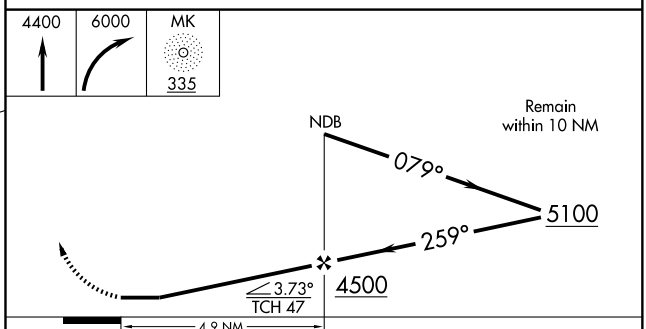
ELEV 2558

ADF REQUIRED



REIL Rwys 8 and 26
MIRL Rwy 8-26 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40



CATEGORY	A	B	C	D
S-26	3080-1	561 (600-1)	3080-1½ 561 (600-1½)	NA
CIRCLING	3260-1	702 (800-1)	3260-2 702 (800-2)	NA

WAAS	APP CRS	Rwy Idg	5252
CH 72802	259°	TDZE	2519
W26A		Apt Elev	2558

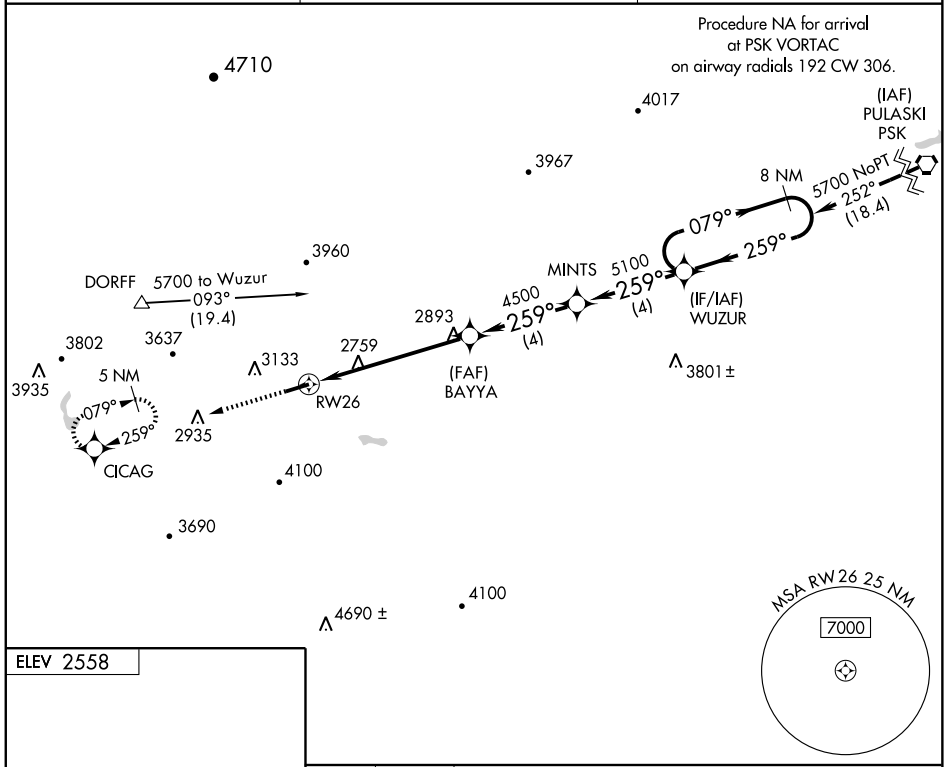
RNAV (GPS) RWY 26

MARION/MOUNTAIN EMPIRE (MKJ)

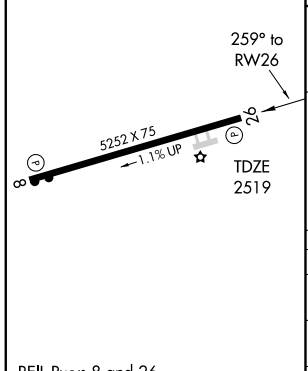
Circling NA north of Rwy 8-26. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Twin County altimeter setting and increase DA and all MDAs 80 feet.

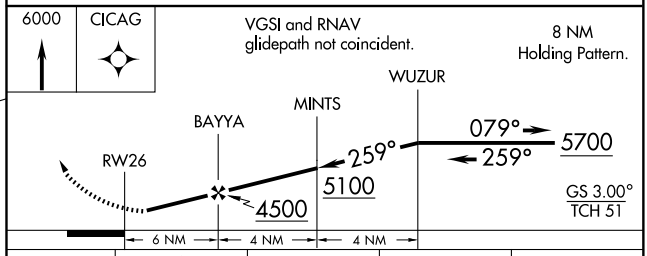
MISSED APPROACH: Climb to 6000 direct CICAG and hold, continue climb-in-hold to 6000.

AWOS-3	ATLANTA CENTER	UNICOM
123.875	132.9 319.9	122.7 (CTAF) L



ELEV 2558





CATEGORY	A	B	C	D
LPV DA	3048-2 529 (600- 2)			NA
LNAV MDA	3280-1 761 (800-1)	3280-1¼ 761 (800-1¼)	3280-2¼ 761 (800-2¼)	NA
CIRCLING	3280-2 722 (800-2)		3280-2¼ 722 (800-2¼)	NA

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MARTINSVILLE, VIRGINIA

AL-5648 (FAA)

LOC RWY 30

MARTINSVILLE/BLUE RIDGE (MTV)

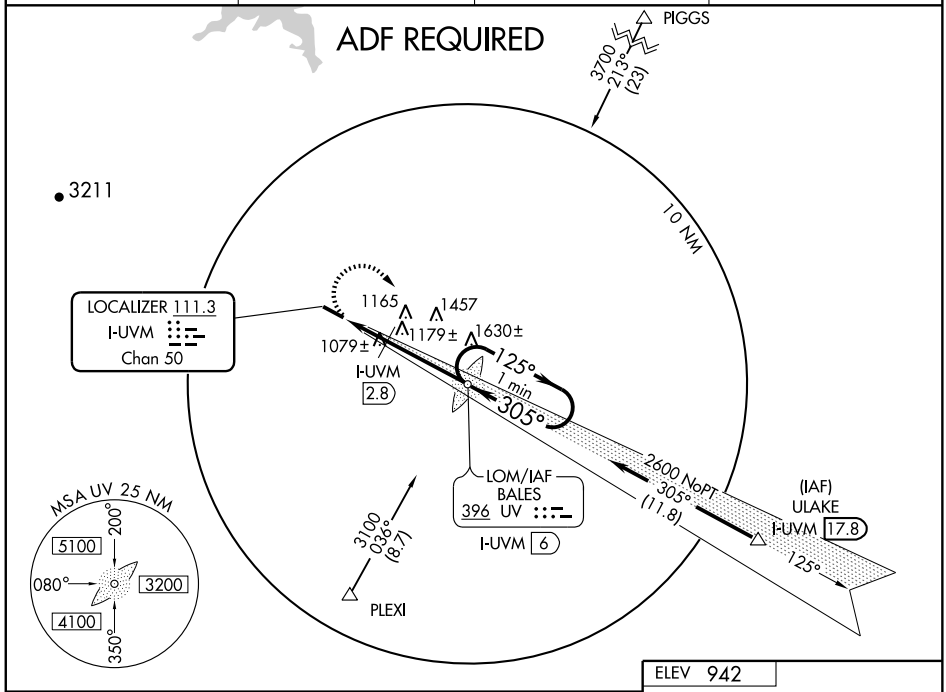
LOC/DME I-UVM	APP CRS	Rwy Idg	5002
111.3	305°	TDZE	925
Chan 50		Apt Elev	942

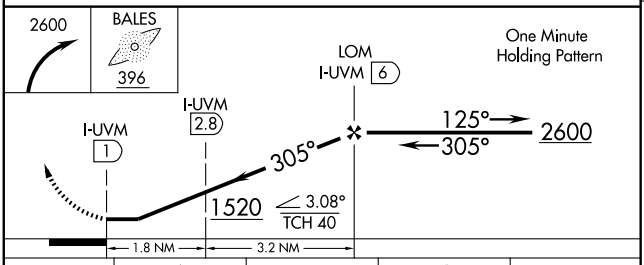
▼ ▲ NA — Inoperative table does not apply to ODALS Rwy 30.

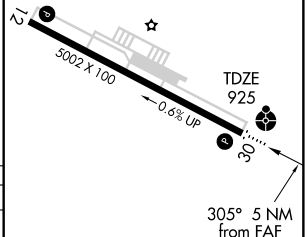
ODALS

MISSED APPROACH: Climbing right turn to 2600 to BALES LOM and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-30	1520-1 595 (600-1)		1520-1½ 595 (600-1½)	1520-1¾ 595 (600-1¾)
CIRCLING	1560-1 618 (700-1)		1560-1¾ 618 (700-1¾)	1560-2 618 (700-2)
DME MINIMUMS				
S-30	1340-1 415 (400-1)		1340-1¼ 415 (400-1¼)	
CIRCLING	1560-1 618 (700-1)		1560-1¾ 618 (700-1¾)	1560-2 618 (700-2)

REIL Rwys 12 and 30 L

MIRL Rwy 12-30 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS		
125°	Rwy Idg	5002
	TDZE	941
	Apt Elev	941

RNAV (GPS) RWY 12

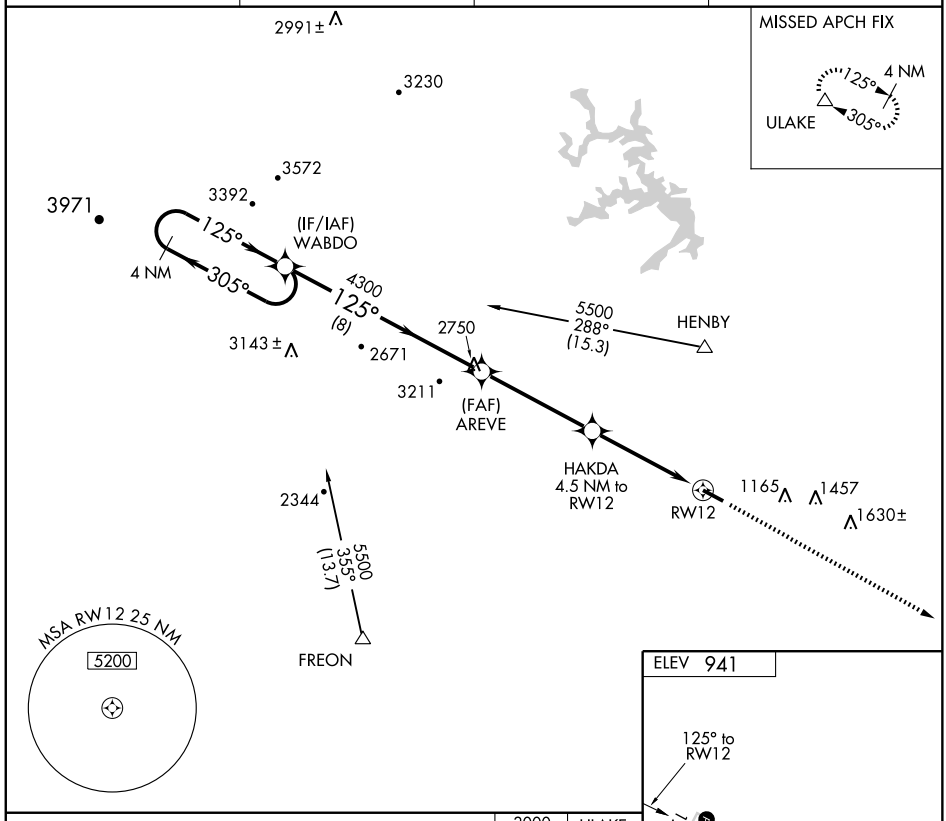
MARTINSVILLE/BLUE RIDGE (MTV)

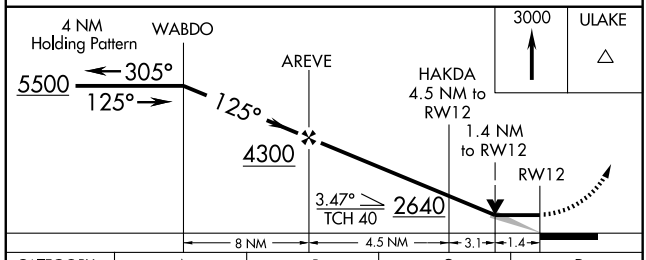
T
A NA

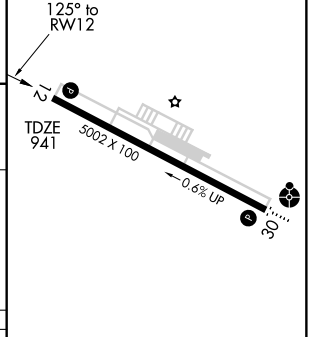
GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 direct ULAKE WP and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1420-1	479 (500-1)	1420-1¼ 479 (500-1¼)	1420-1½ 479 (500-1½)
CIRCLING	1420-1	479 (500-1)	1420-1½ 479 (500-1½)	1520-2 579 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

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WAAS	APP CRS	Rwy Idg	5002
CH 65802	305°	TDZE	925
W30A		Apt Elev	941

RNAV (GPS) RWY 30

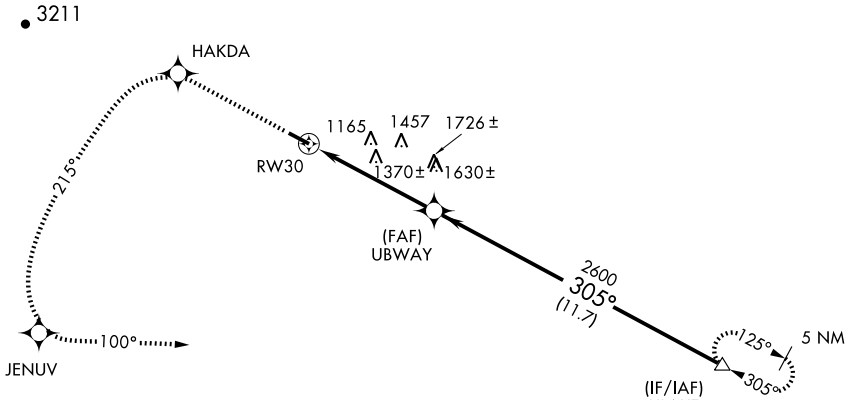
MARTINSVILLE/ BLUE RIDGE (MTV)

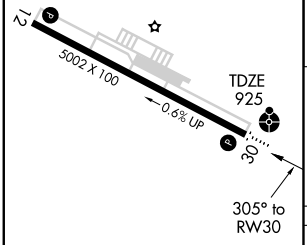
If local altimeter setting not received, use Reidsville, NC altimeter setting and increase DAs to 1344 feet and all MDAs 180 feet. Inoperative table does not apply.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

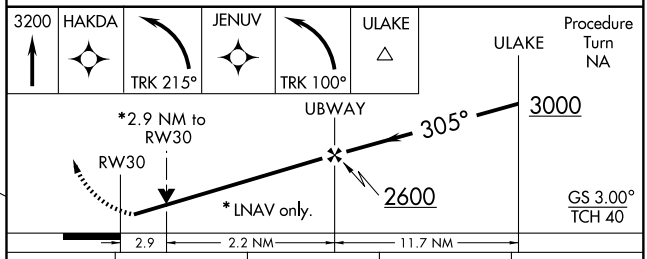
ODALS

MISSED APPROACH: Climb to 3200 direct HAKDA and via 215° track to JENUV and left turn via 100° track to ULAKE and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1175-1 250 (300-1)			
LNAV MDA	1880-1¼ 955 (1000-1¼)	1880-1½ 955 (1000-1½)	1880-3 995 (1000-3)	
CIRCLING	1880-1¼ 939 (1000-1¼)	1880-1½ 939 (1000-1½)	1880-3 939 (1000-3)	

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-MFV	APP CRS	Rwy Idg	5000
110.15	034°	TDZE	47
		Apt Elev	47

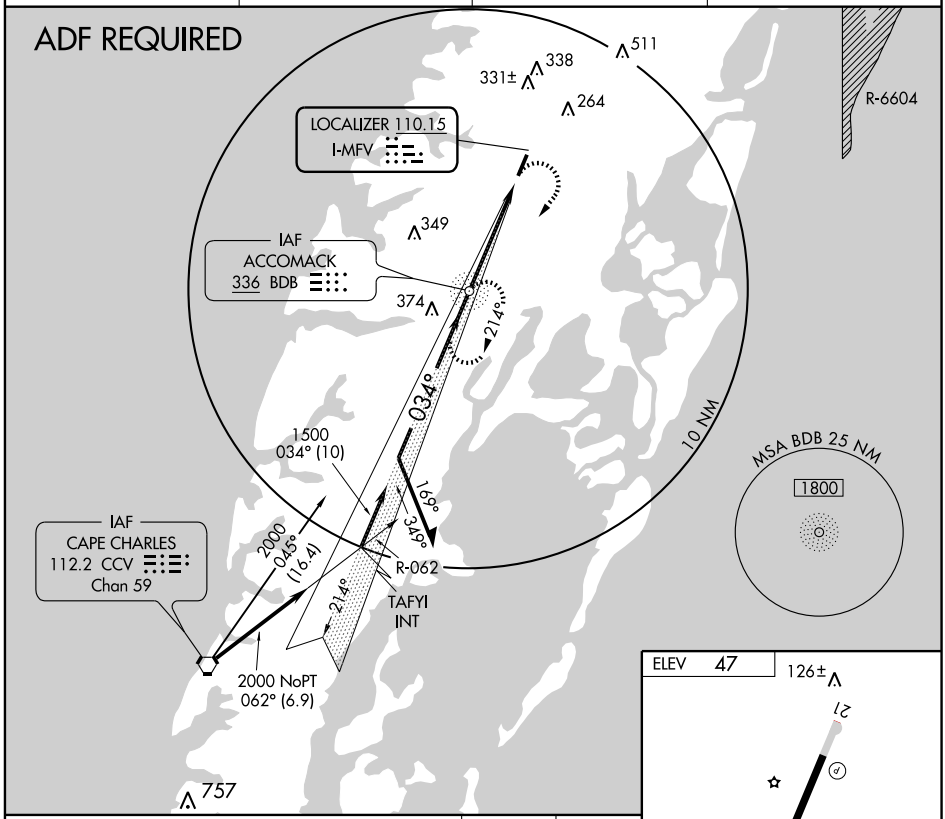
LOC RWY 3

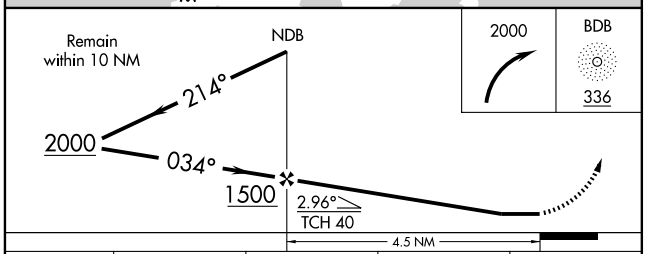
MELFA / ACCOMACK COUNTY (MFV)

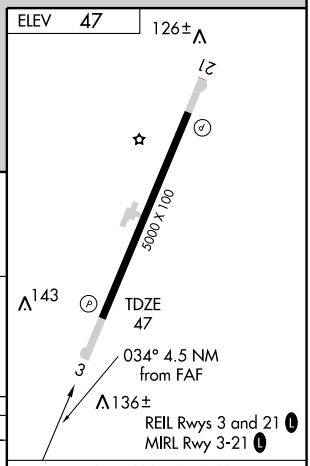
NA

MISSED APPROACH: Climbing right turn to 2000 direct BDB NDB and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-LOC 3	400-1 353 (400-1)			
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 42905	034°	TDZE	47
W03A		Apt Elev	47

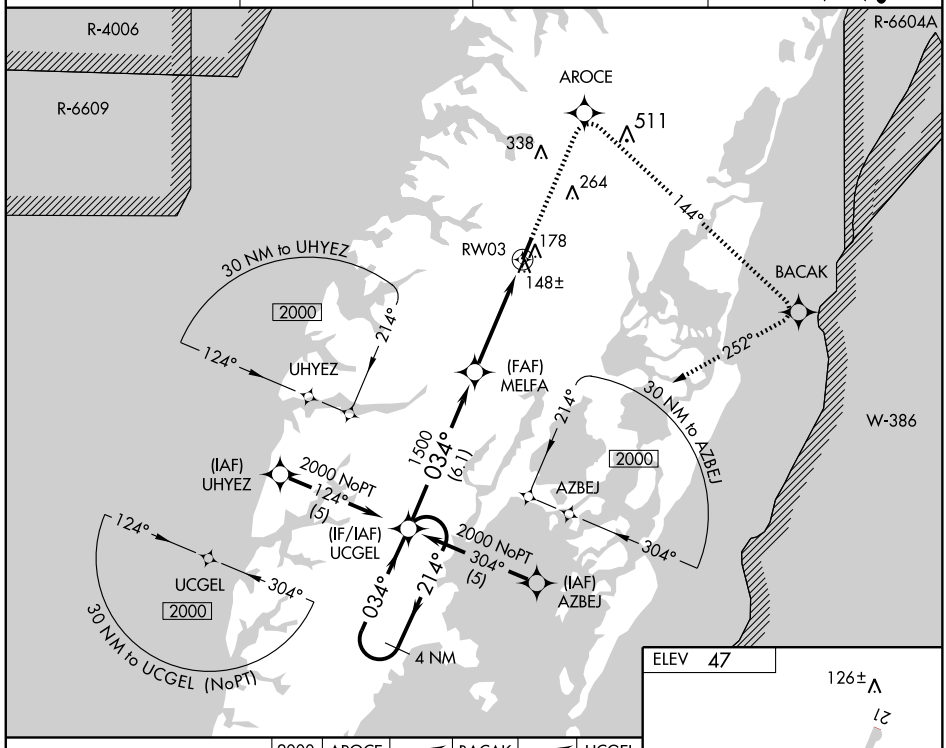
RNAV (GPS) RWY 3

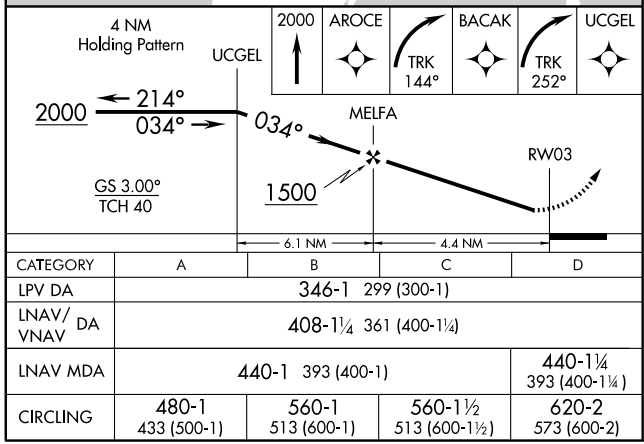
MELFA / ACCOMACK COUNTY (MFV)

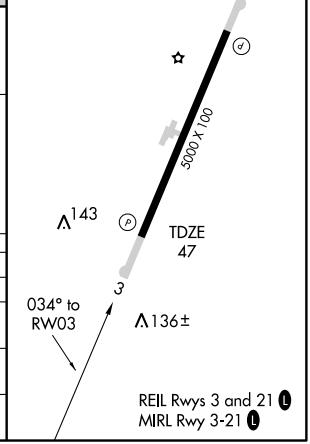
If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct AROCE and right turn via 144° track to BACAK and right turn via 252° track to UCGEL and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	346-1 299 (300-1)			
LNAV/ VNAV DA	408-1¼ 361 (400-1¼)			
LNAV MDA	440-1 393 (400-1)			440-1¼ 393 (400-1¼)
CIRCLING	480-1 433 (500-1)	560-1 513 (600-1)	560-1½ 513 (600-1½)	620-2 573 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 69505	214°	TDZE	47
W21A		Apt Elev	47

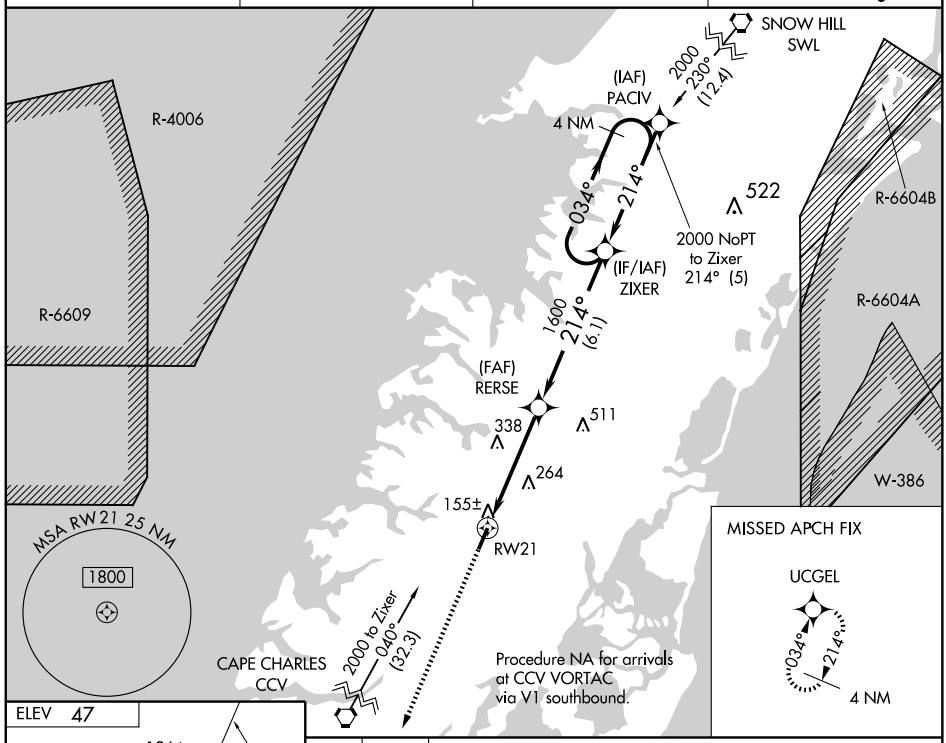
RNAV (GPS) RWY 21

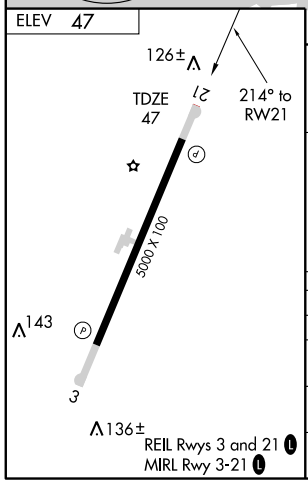
MELFA / ACCOMACK COUNTY (MFV)

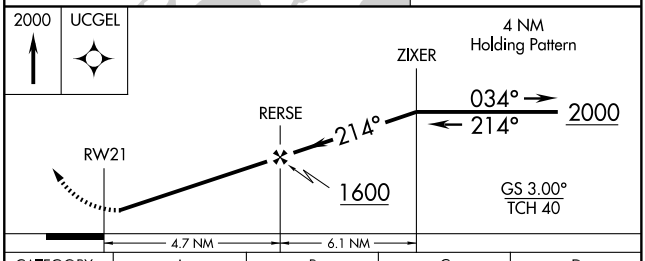
If local altimeter setting not received, use Wallops Island altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	362-1 315 (400-1)			
LNAV/VNAV DA	545-1¾ 498 (500-1¾)			
LNAV MDA	600-1 553 (600-1)		600-1½ 553 (600-1½)	600-1¾ 553 (600-1¾)
CIRCLING	600-1 553 (600-1)		600-1½ 553 (600-1½)	620-2 573 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC CCV 112.2 Chan 59	APP CRS 042°	Rwy Idg 5000 TDZE 47 Apt Elev 47

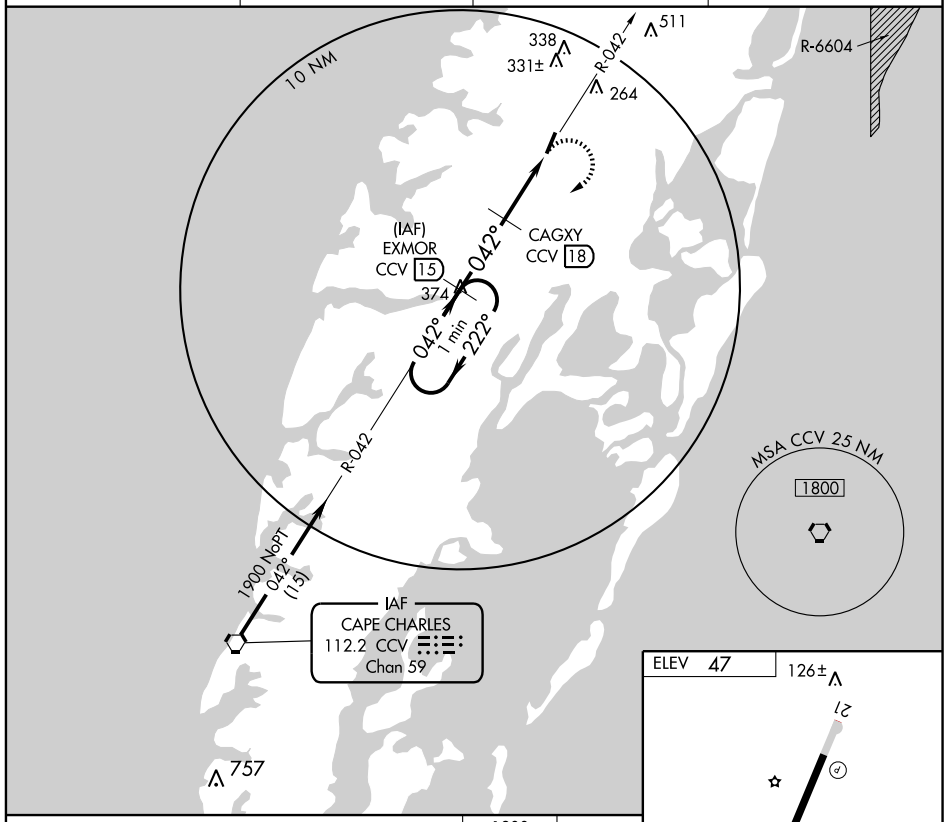
VOR/DME RWY 3

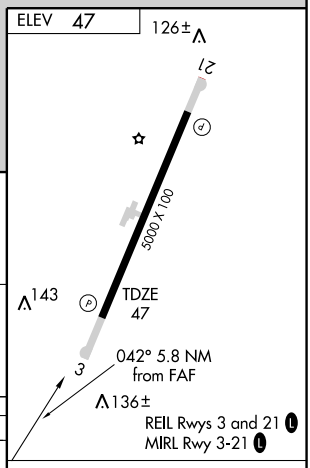
MELFA / ACCOMACK COUNTY (MFV)

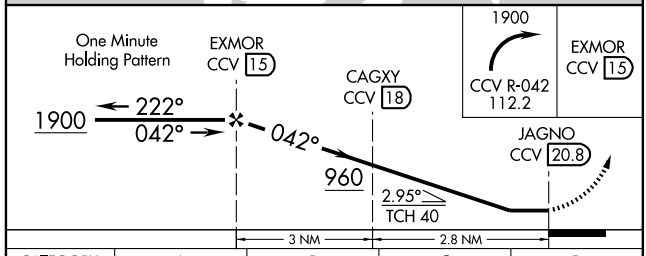
NA

MISSED APPROACH: Climbing right turn to 1900 via CCV VORTAC R-042 to EXMOR/CCV 15 DME and hold.

AWOS-3	PATUXENT APP CON	GCO	UNICOM
118.175	127.95 314.0	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	440-1 393 (400-1)	440-1¼ 393 (400-1¼)	440-1½ 393 (400-1½)	440-1¾ 393 (400-1¾)
CIRCLING	480-1 453 (500-1)	560-1¼ 513 (600-1¼)	560-1½ 513 (600-1½)	620-2 573 (600-2)

Knots	60	90	120	150	180
Min:Sec					

NE-3. 22 OCT 2009 to 19 NOV 2009

VORTAC LYH	APP CRS	Rwy Idg	3058
109.2	247°	TDZE	893
Chan 29		Apt Elev	893

VOR/DME or GPS RWY 23

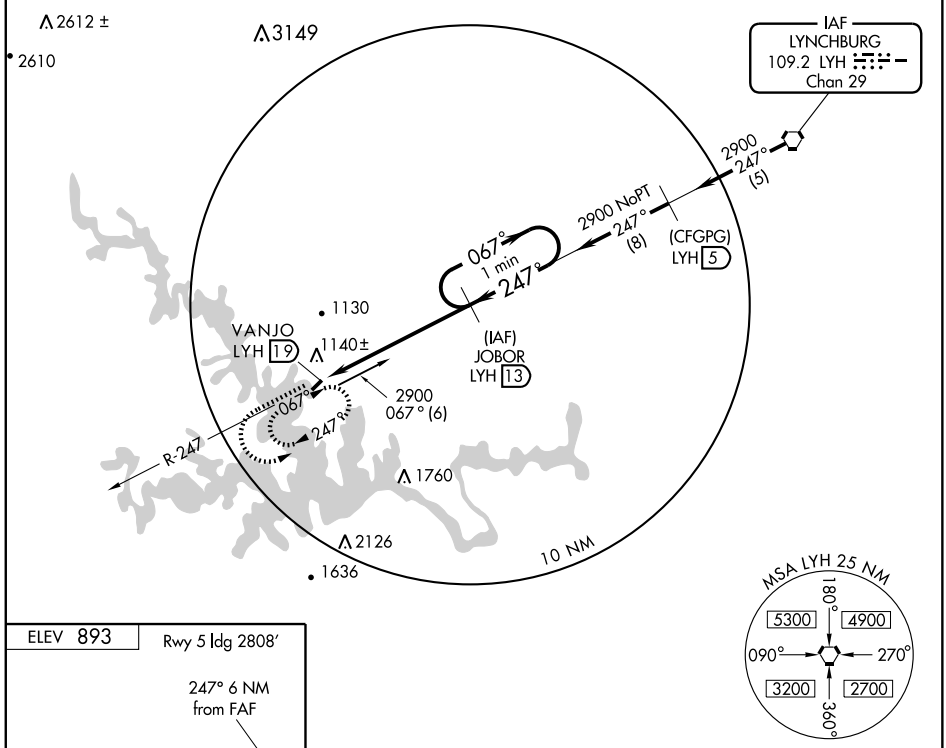
MONETA/SMITH MOUNTAIN LAKE (W91)

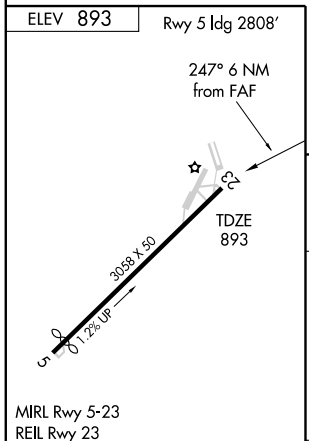
Use Lynchburg altimeter setting; if not received, use Roanoke altimeter setting and increase all MDAs 60 feet. Procedure not authorized at night except by prior arrangement for runway lights.

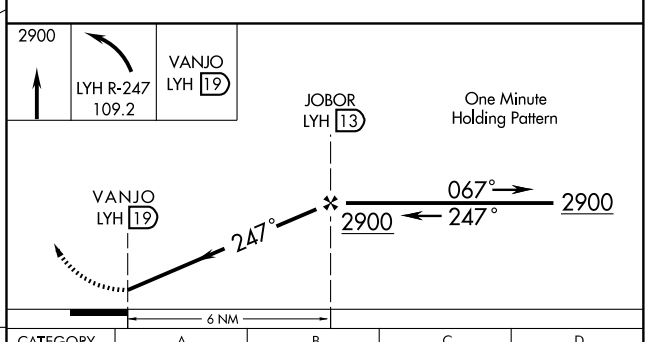
NA

MISSED APPROACH: Climb straight ahead to 2900 then left turn to VANJO 19 DME via LYH R-247 and hold.

ROANOKE APP CON	UNICOM
135.0 254.32	122.8 (CTAF)







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-23	1540-1	647 (700-1)	NA	
CIRCLING	1540-1	647 (700-1)	NA	

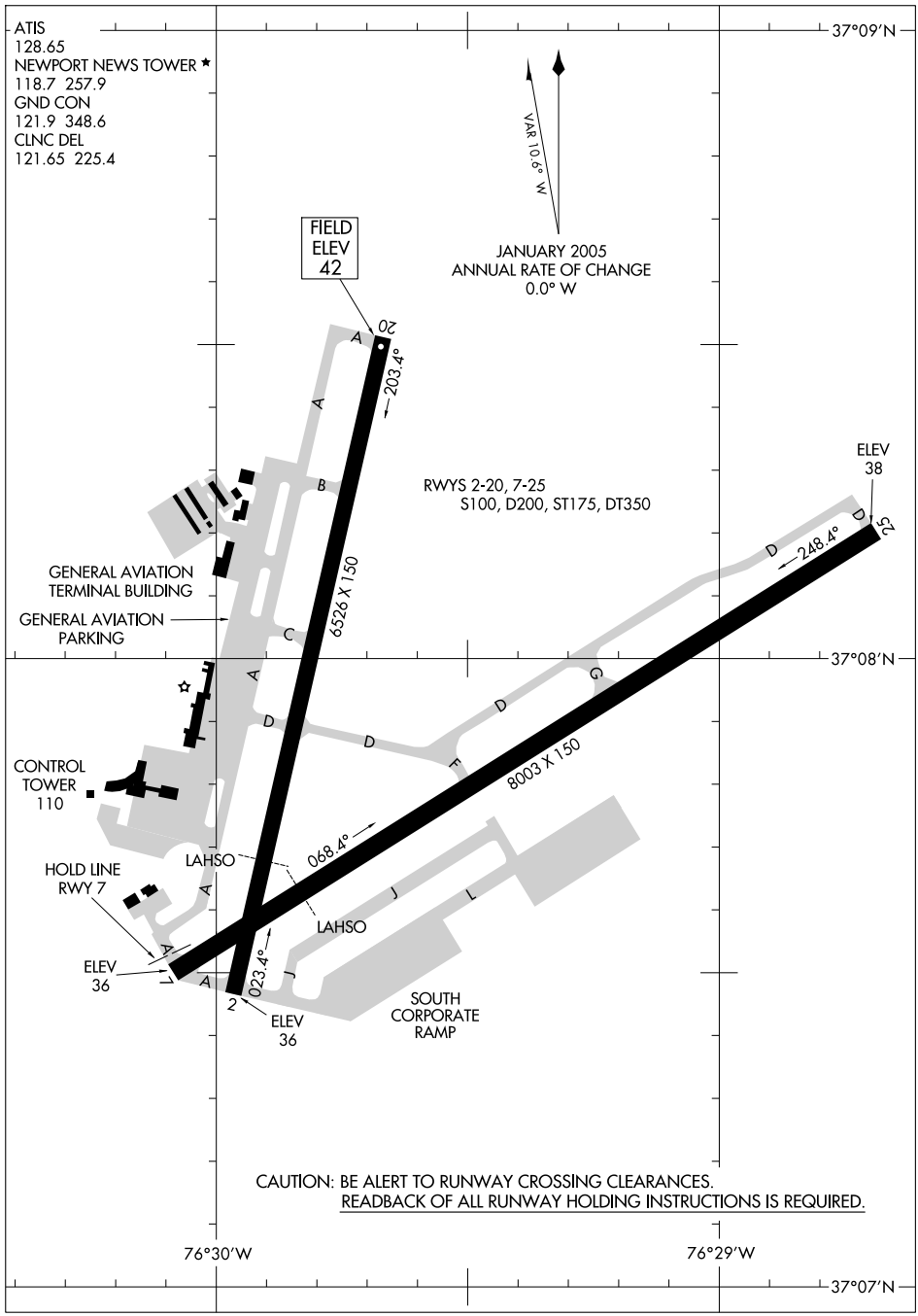
NE-3, 22 OCT 2009 to 19 NOV 2009

09127

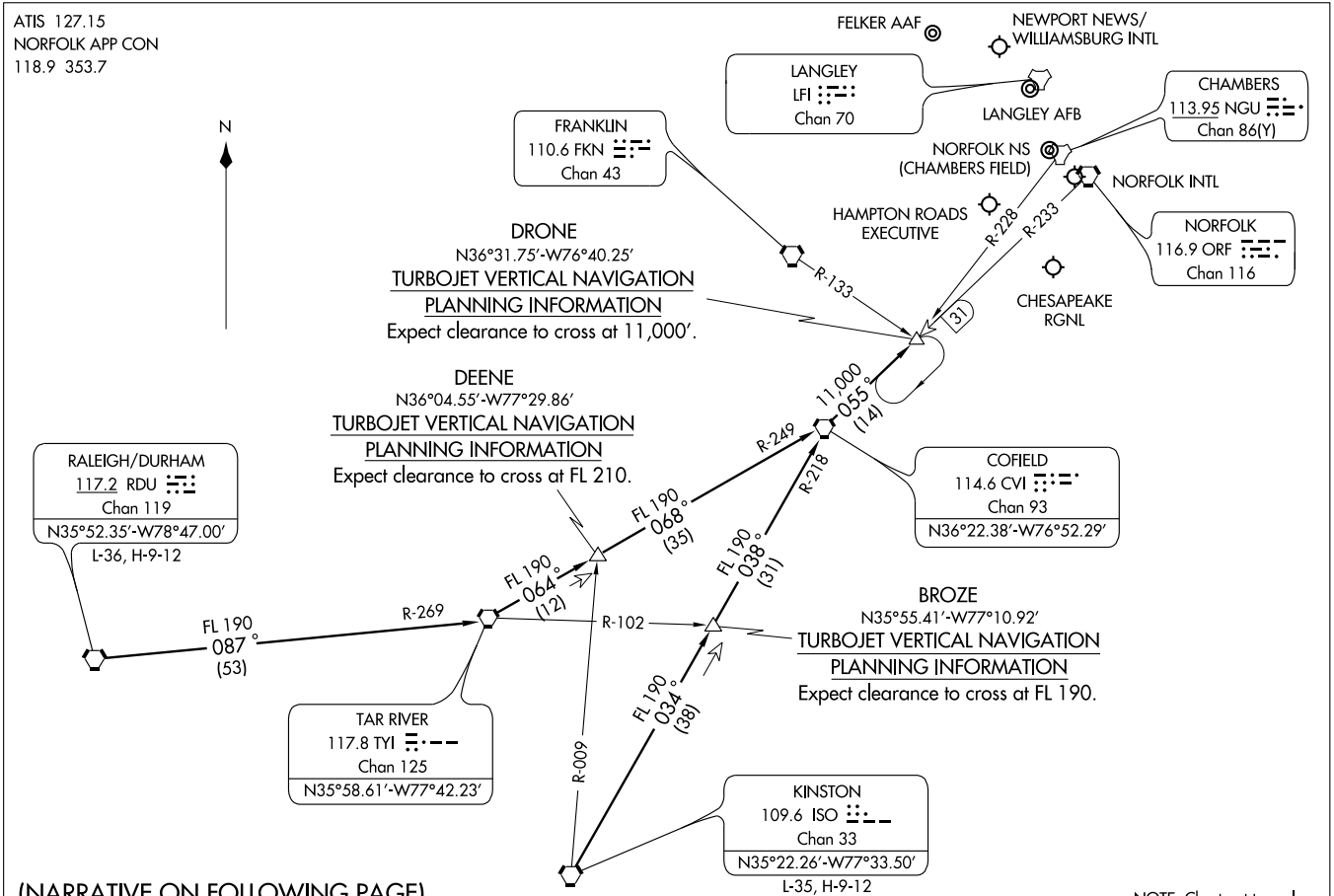
AIRPORT DIAGRAM

AL-957 (FAA)

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)
NEWPORT NEWS, VIRGINIA



NE-3, 22 OCT 2009 to 19 NOV 2009


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
FL 190
034°
(38)
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

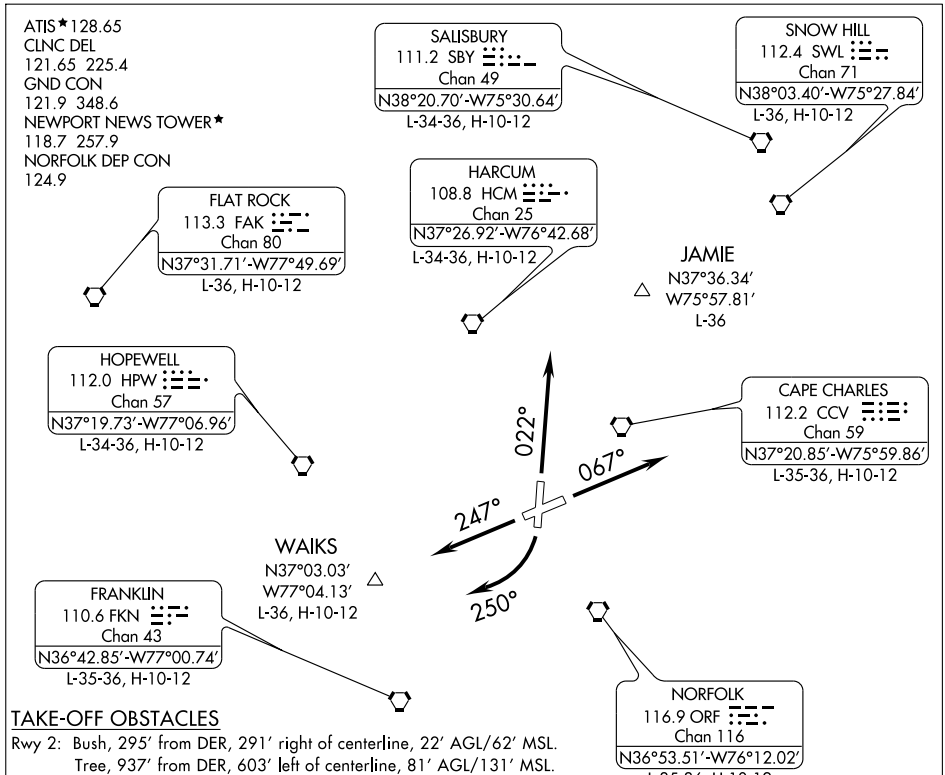
RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 22 OCT 2009 to 19 NOV 2009

HENRY TWO DEPARTURE

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
NEWPORT NEWS, VIRGINIA
SL-957 (FAA)



TAKE-OFF OBSTACLES

Rwy 2: Bush, 295' from DER, 291' right of centerline, 22' AGL/62' MSL.
Tree, 937' from DER, 603' left of centerline, 81' AGL/131' MSL.
Pole, 1221' from DER, 487' right of centerline, 31' AGL/81' MSL.
Tree, 1275' from DER, 517' left of centerline, 79' AGL/132' MSL.
Multiple Trees beginning 1554' from DER, 298' left of centerline, up to 88' AGL/141' MSL.
Tree, 1686' from DER, 428' right of centerline, 61' AGL/114' MSL.
Tree, 1849' from DER, 598' right of centerline, 72' AGL/125' MSL.
T-L Tower, 3351' from DER, 1008' left of centerline, 109' AGL/161' MSL.

Rwy 7: Tree, 371' from DER, 588' left of centerline, 36' AGL/73' MSL.
T-L Tower, 4120' from DER, 1324' right of centerline, 93' AGL/116' MSL.
T-L Tower, 5625' from DER, 1345' left of centerline, 133' AGL/191' MSL.

Rwy 20: Bush, 96' from DER, 293' left of centerline, 22' AGL/52' MSL.
Stack, 5977' from DER, 598' left of centerline, 186' AGL/227' MSL.

Rwy 25: Tree, 694' from DER, 549' right of centerline, 42' AGL/65' MSL.
Tree, 1020' from DER, 703' right of centerline, 23' AGL/97' MSL.
Tree, 1622' from DER, 529' left of centerline, 59' AGL/79' MSL.
Tree 2654' from DER, 335' right of centerline, 86' AGL/106' MSL.
Tree. 3435' from DER, 1125' right of centerline, 116' AGL/139' MSL.

TAKE-OFF MINIMUMS

Rwys 2, 7, 25: STANDARD
Rwy 20: 300-1¼ or STANDARD with a minimum climb of 255 feet per NM to 300.

NOTE: RADAR required.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 2: Climb heading 022° to 2000, thence . . . .
TAKE-OFF RUNWAY 7: Climb heading 067° to 2000, thence . . . .
TAKE-OFF RUNWAY 20: Climbing right turn to 2000 via heading 250°, thence . . . .
TAKE-OFF RUNWAY 25: Climb heading 247° to 2000, thence . . . .
. . . . via vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes after departure.

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-PHF	APP CRS	Rwy Idg 8003
110.1 Chan 38	067°	TDZE 40
		Apt Elev 43

ILS or LOC RWY 7

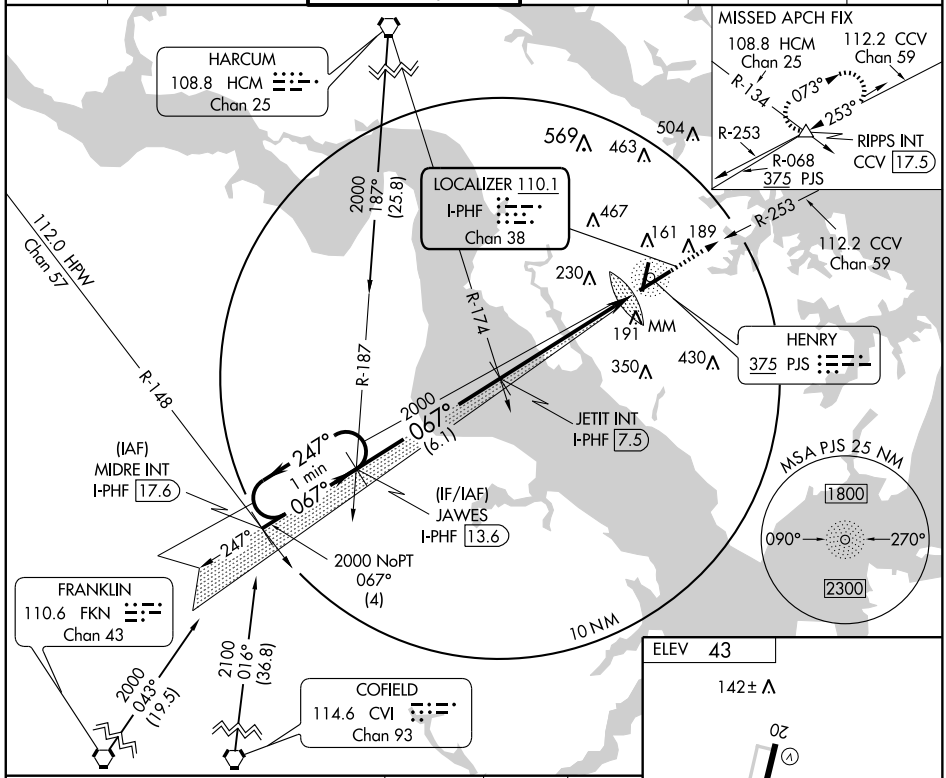
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

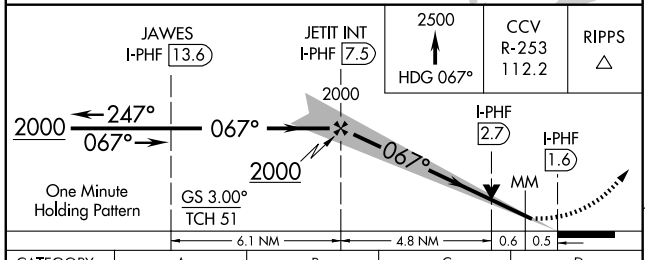
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA/MDA 60 feet. Increase S-ILS 7 visibility ¼ mile all Cats, increase S-LOC 7 Cats C/D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

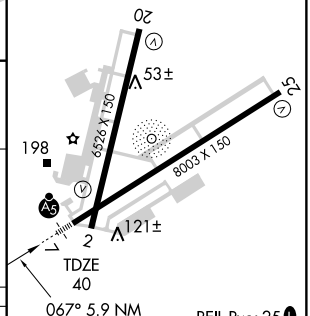
MALSR

MISSED APPROACH: Climb to 2500 via heading 067° and CCV VORTAC R-253 to RIPPS INT/ CCV 17.5 DME and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER*	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 7	* 240/24 200 (200-½)			
S-LOC 7	440/24 400 (400-½)			440/40 400 (400-¾)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-3. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-DHY	APP CRS	Rwy Idg	8003
110.1	247°	TDZE	41
Chan 38		Apt Elev	43

ILS or LOC RWY 25

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2100, then left turn direct FKN VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95

HARCUM 108.8 HCM Chan 25

IAF CAPE CHARLES 112.2 CCV Chan 59

Transitions to HASBA INT may require the use of crossing radial from another transition facility or the use of the transitions facility's DME.

2000 127° (24.6)

R-141 R-127

ALTERNATE MISSED APCH FIX
HARCUM 108.8 HCM Chan 25
284° 104° R-284

067° 1 min 247° 067°

2000 NoPT 254° (14.4)

(IF/IAF) HASBA INT I-DHY 11.6

2000 247° (6)

STEVE INT I-DHY 5.6

HENRY 375 PJS

569 504 463 467 161 189 230 191 430 350

R-358 R-342

MISSED APCH FIX
FRANKLIN 110.6 FKN Chan 43
290° 110° 290°

LOCALIZER 110.1 I-DHY Chan 38

10 NM

MSA PJS 25 NM
1800
090° 270°
2300

2000 358° (21.2)

NORFOLK 116.9 ORF Chan 116

ELEV 43

142± 20 53± 25 198 6526 X 150 8003 X 150 TDZE 41 121± 2

247° 5.9 NM from FAF

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

2100 FKN 110.6

STEVE INT I-DHY 5.6 — HASBA INT I-DHY 11.6 — One Minute Holding Pattern

2000 I-DHY 0.8 RW25 247° 067° 247° 2000 2000

GS 3.00° TCH 55

1.1 4.8 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 25	241-¾ 200 (200-¾)			
S-LOC 25	440-1 399 (400-1)			440-1¼ 399 (400-1¼)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

LOC/DME I-FJQ	APP CRS	Rwy Idg	6526
109.3	202°	TDZE	43
Chan 30		Apt Elev	43

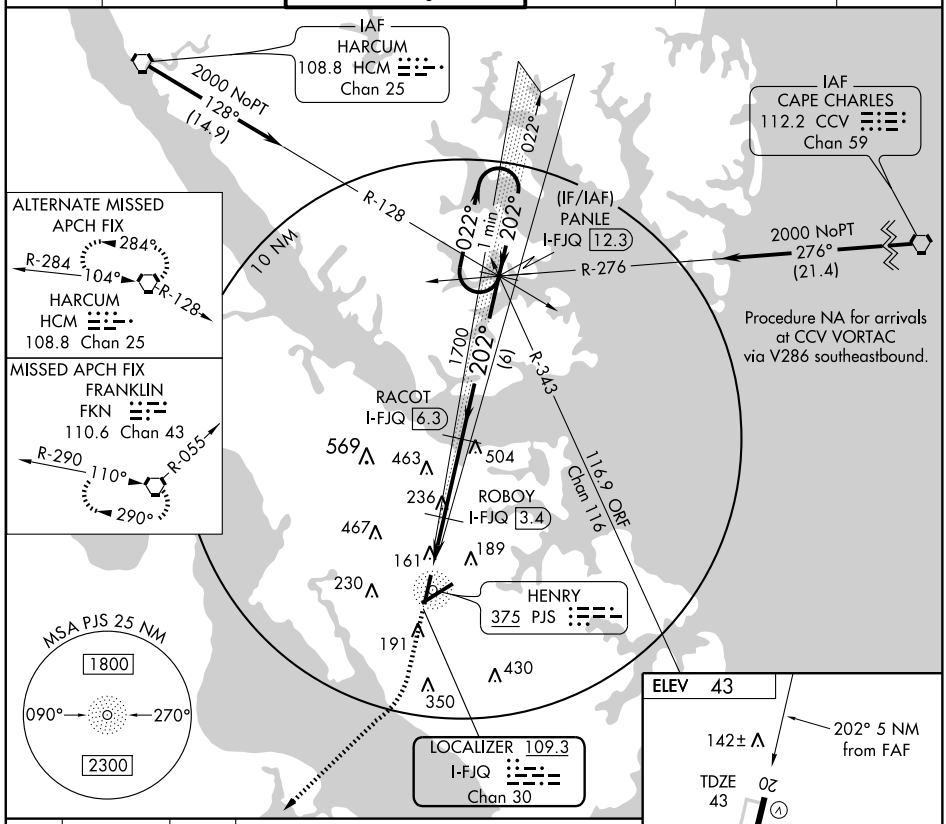
LOC/DME RWY 20

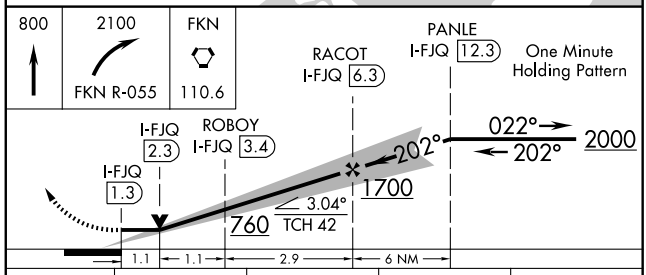
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

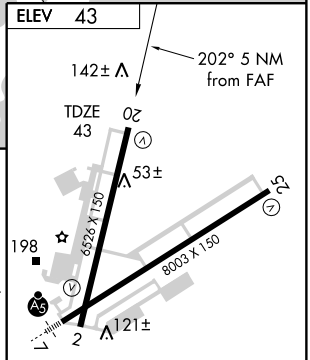
If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA. VDP NA when using Norfolk Intl altimeter setting.

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via FKN VORTAC R-055 to FKN VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-20	420-1 377 (400-1)			420-1¼ 377 (400-1¼)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3, 22 OCT 2009 to 19 NOV 2009

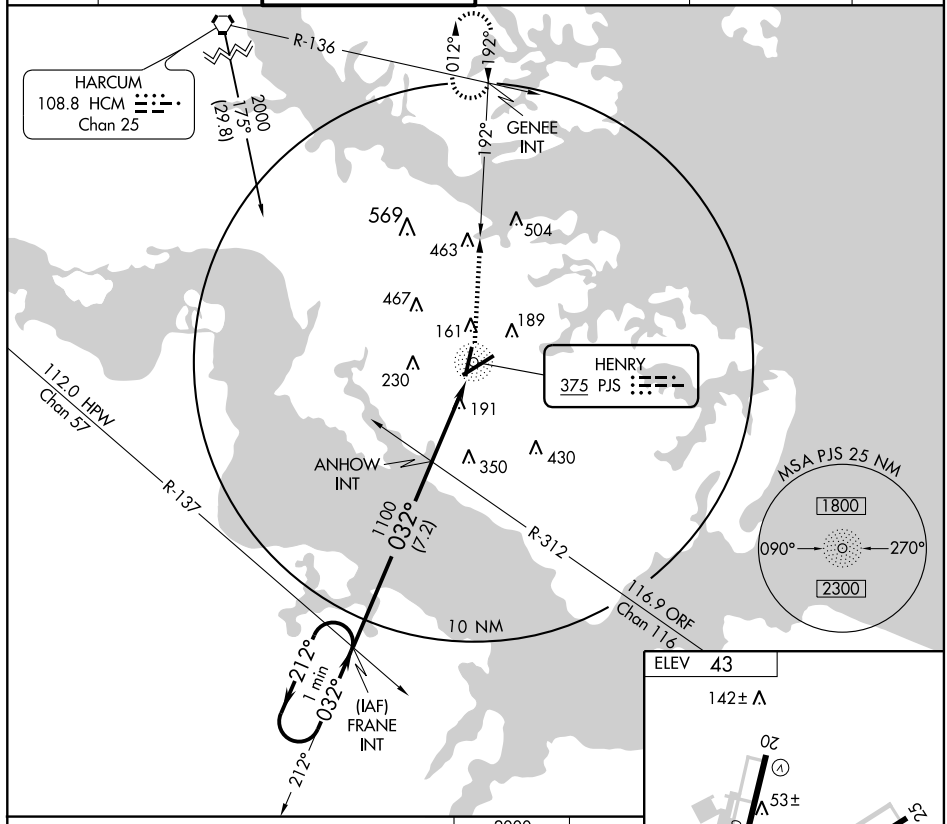
NDB PJS 375	APP CRS 032°	Rwy Idg 6526 TDZE 39 Apt Elev 43

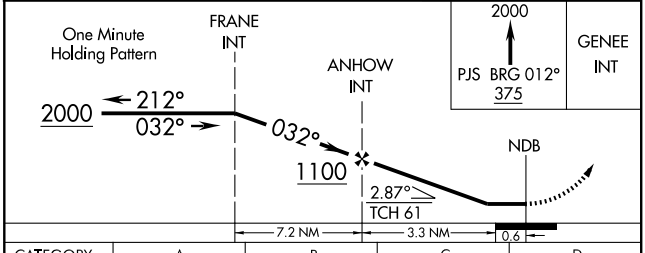
NDB RWY 2

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

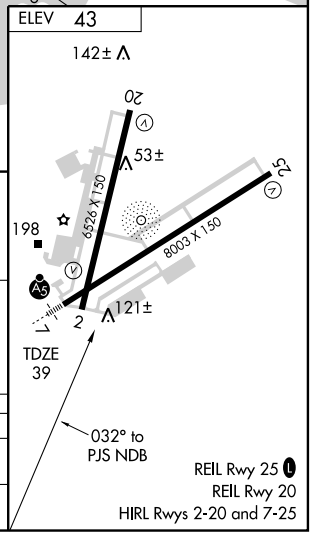
MISSED APPROACH: Climb to 2000 via PJS NDB bearing 012° to GENEE Int and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95





CATEGORY	A	B	C	D
S-2	700-1 661 (700-1)		700-1¾ 661 (700-1¾)	700-2 661 (700-2)
CIRCLING	700-1 657 (700-1)		700-1¾ 657 (700-1¾)	700-2 657 (700-2)



NE-3, 22 OCT 2009 to 19 NOV 2009

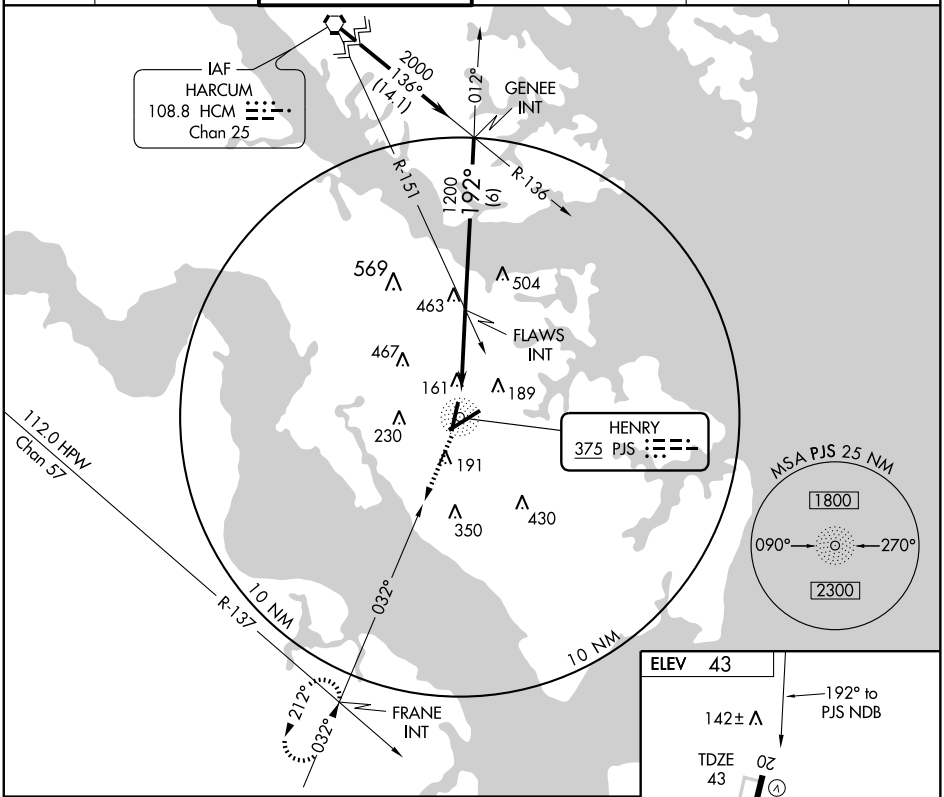
NDB PJS 375	APP CRS 192°	Rwy Idg 6526 TDZE 43 Apt Elev 43

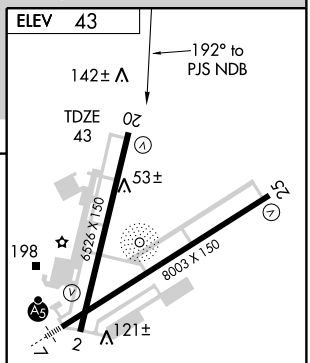
NDB RWY 20

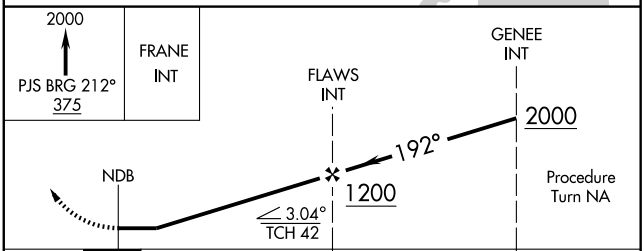
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 2000 via PJS NDB bearing 212° to FRANE Int and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-20	860-1 817 (900-1)	860-1¼ 817 (900-1¼)	860-2½ 817 (900-2½)	860-2¾ 817 (900-2¾)
CIRCLING	860-1 817 (900-1)	860-1¼ 817 (900-1¼)	860-2½ 817 (900-2½)	860-2¾ 817 (900-2¾)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6526
022°	TDZE	39
	Apt Elev	43

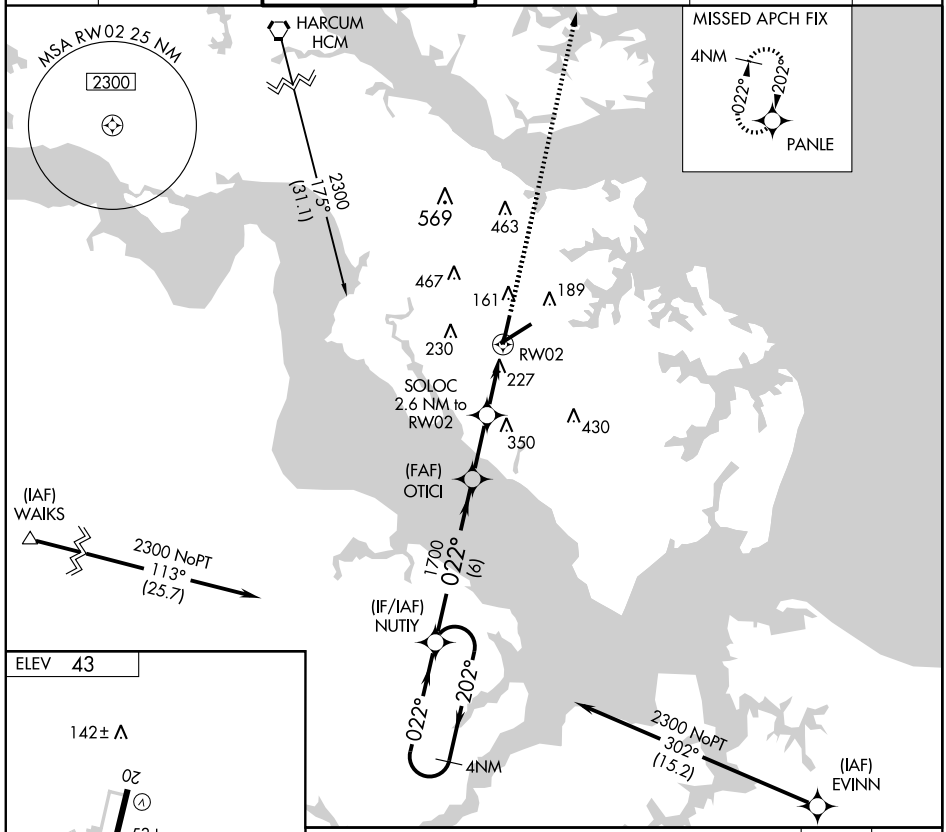
RNAV (GPS) RWY 2

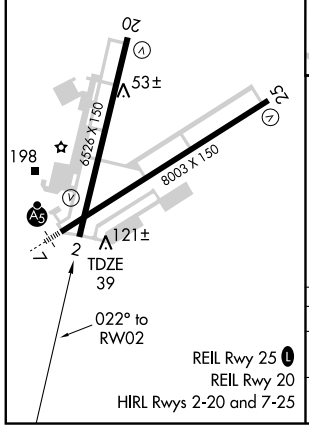
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

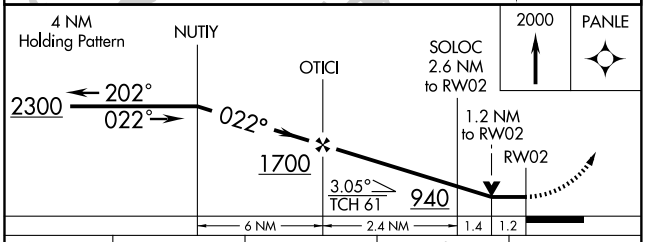
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PANLE WP and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
LNAV MDA	480-1 441 (500-1)		480-1¼ 441 (500-1¼)	480-1½ 441 (500-1½)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	8003
CH 45607	067°	TDZE	40
W07A		Apt Elev	43

RNAV (GPS) RWY 7

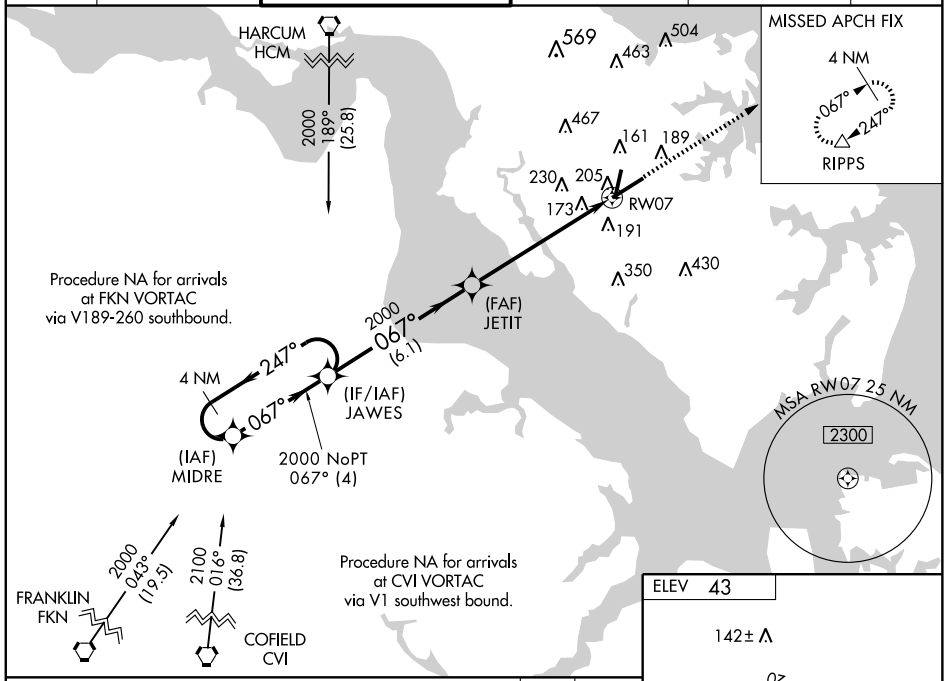
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

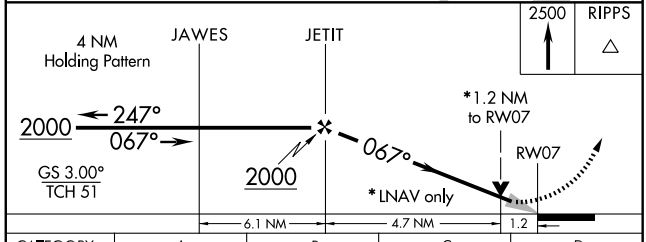
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 49 feet and all MDA 60 feet. Increase visibility LPV all Cats to RVR 4000, increase visibility LNAV/VNAV all Cats to RVR 6000. VDP and Baro-VNAV NA when using Norfolk Intl altimeter setting. For inoperative MALSR when using Norfolk Intl altimeter setting: increase LPV all Cats visibility RVR 6000. For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

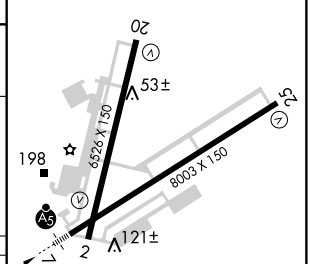
MALSR

MISSED APPROACH: Climb to 2500 direct RIPPS and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	354/24 314 (400-½)			
LNAV/ VNAV DA	474/50 434 (500-1)			
LNAV MDA	460/24 420 (500-½)		460/40 420 (500-¾)	460/50 420 (500-1)
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6526
202°	TDZE	43
	Apt Elev	43

RNAV (GPS) RWY 20

NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet and LNAV Cat D visibility ¼ mile. VDP NA when using Norfolk Intl altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct NUTIY and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95

(IAF) HARCUM HCM
2000 NoPT 130° (14.9)
4 NM
022° 202°
(IF/IAF) PANLE
(IAF) CAPE CHARLES CCV
2000 NoPT 275° (21.4)
Procedure NA for arrivals at CCV VORTAC via V28 southeast bound.
1700 202° (6)
(FAF) RACOT
569 463 504
ROBOY 2.1 NM to RW20
467 161 189
230 RW20
191
350 430
MSA RW 20 25 NM
2300
MISSED APCH FIX
NUTIY
022° 202° 4 NM
2000 to PANLE 345° (28.2)
NORFOLK ORF

ELEV 43
202° to RW20
142± 20
TDZE 43
53±
6526 X 150
8003 X 150
198
25
2
121±

2300 NUTIY
PANLE
4 NM Holding Pattern
RACOT
ROBOY 2.1 NM to RW20
1.2 NM to RW20
022° 202° 2000
202°
RW20
1700
760 3.04° TCH 42
1.2 0.9 2.9 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	460-1 417 (500-1)		460-1¼ 417 (500-1¼)	
CIRCLING	540-1 497 (500-1)		540-1½ 497 (500-1½)	600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3. 22 OCT 2009 to 19 NOV 2009

WAAS CH 45510 W25A	APP CRS 247°	Rwy Idg 8003 TDZE 41 Apt Elev 43

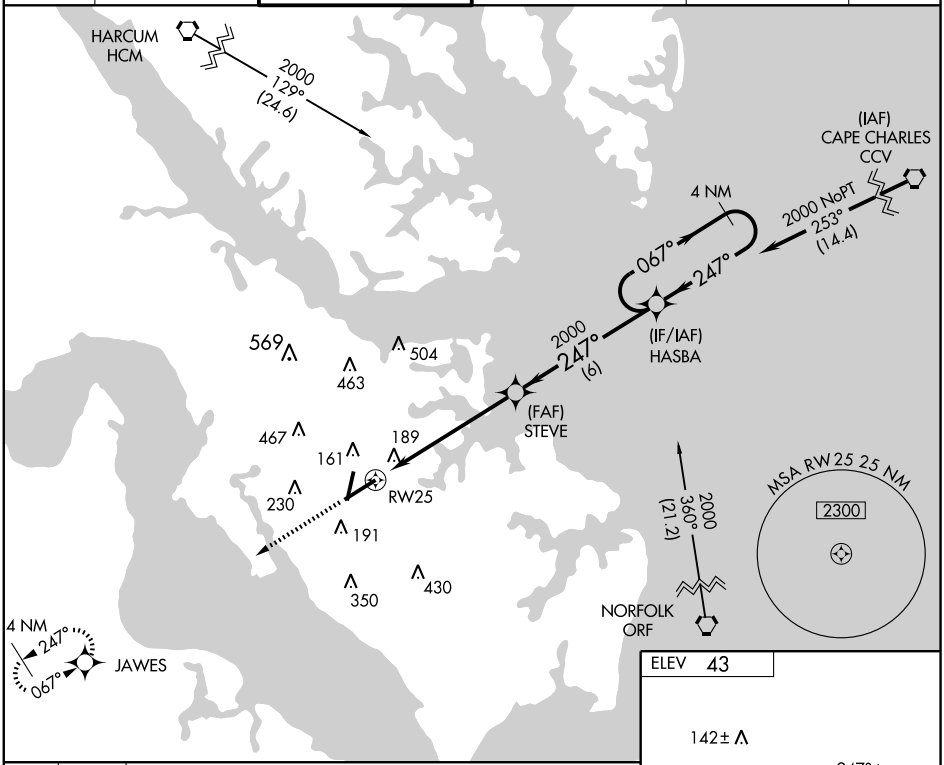
RNAV (GPS) RWY 25

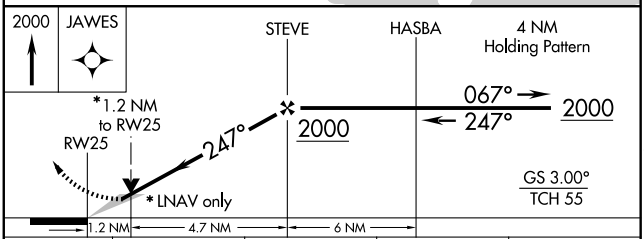
NEWPORT NEWS / WILLIAMSBURG INTL (PHF)

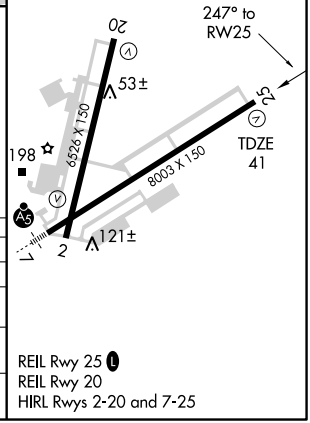
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2000 direct JAWES and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95



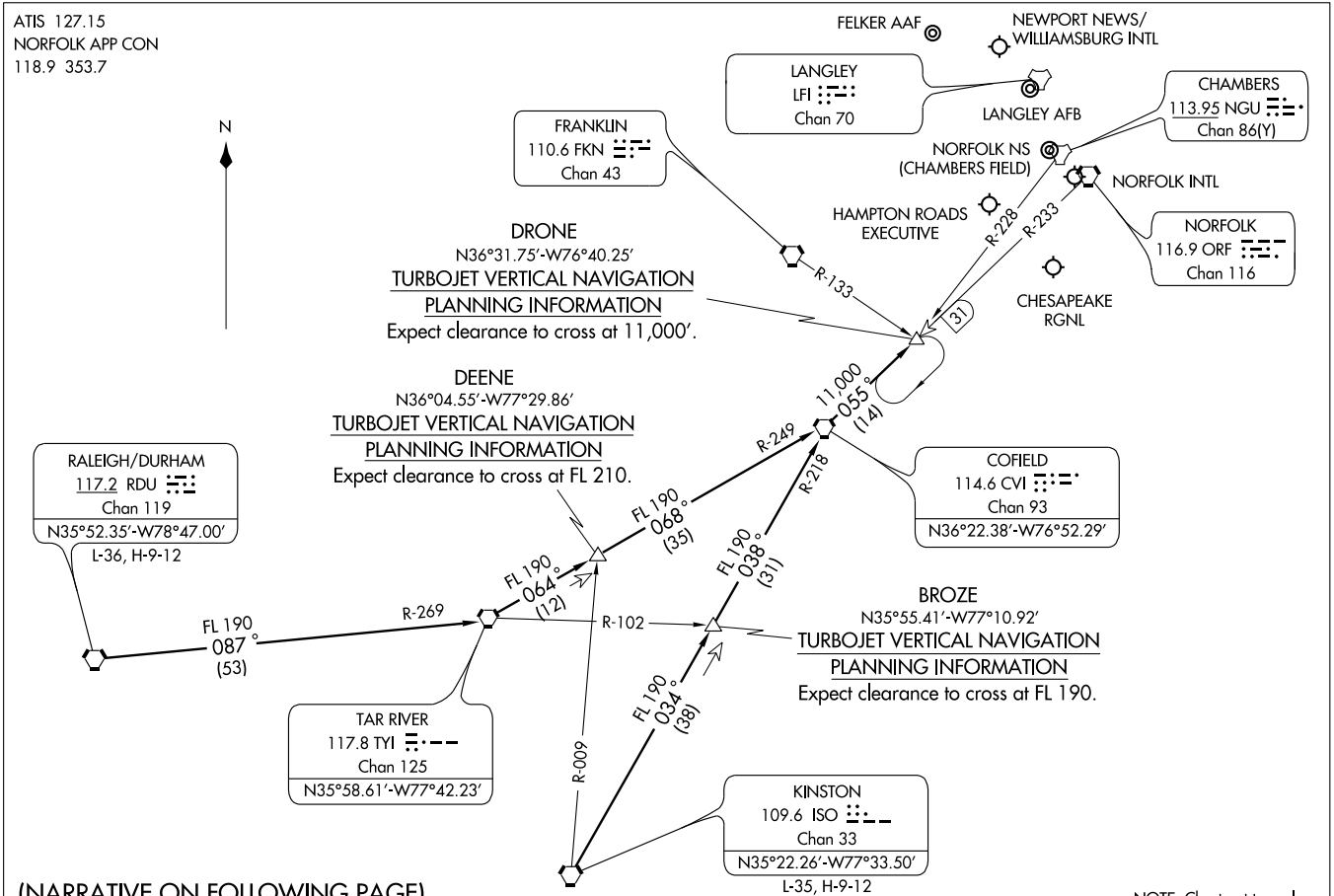




CATEGORY	A	B	C	D
LPV DA	420-1¼	379 (400-1¼)		
LNAV/VNAV DA	480-1½	439 (500-1½)		
LNAV MDA	460-1 419 (500-1)		460-1¼ 419 (500-1¼)	
CIRCLING	540-1½ 497 (500-1½)			600-2 557 (600-2)

REIL Rwy 25 L
REIL Rwy 20
HIRL Rwys 2-20 and 7-25

NE-3. 22 OCT 2009 to 19 NOV 2009


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
FL 190
034°
(38)
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 22 OCT 2009 to 19 NOV 2009

NORFOLK, VIRGINIA

AL-6488 (FAA)

LOC/DME I-EYK	APP CRS	Rwy Idg	5500
111.7	046°	TDZE	20
Chan 54		Apt Elev	20

ILS RWY 5

NORFOLK / CHESAPEAKE RGNL (CPK)

NA

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000, via ORF R-216 to NALDE Int/I-EYK 12.3 DME and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.05 (CTAF) L

505±
493
211
203
122±
519
510
1016
1049
116.9 ORF Chan 116
LOCALIZER 111.7 I-EYK Chan 54
CHESI 233 EY
TAVAE INT I-EYK 6.1
R-216
1700
046° (6.1)
IAF COFIELD 114.6 CVI Chan 93
2000 NoPT 076° (21.3)
R-076
226°
1 min
046°
(IAF)
NALDE INT I-EYK 12.3
225°
R-324
R-340
10 NM
MSA EY 25 NM
2300
270°
4000
360°
2000 NoPT 324° (20.6)
IAF ELIZABETH CITY 112.5 ECG Chan 72

ELEV 20

115

5500 X 100

23

TDZE 20

046° 5.1 NM from FAF

HIRL Rwy 5-23 L

REIL Rwy 23 L

One Minute Holding Pattern

NALDE INT I-EYK 12.3

TAVAE INT I-EYK 6.1

500

2000

ORF R-216 116.9

NALDE INT

2000

226°

046°

046°

1700

I-EYK 1.1

GS 3.00°

TCH 43

1700

6.1 NM

5.1 NM

CATEGORY	A	B	C	D
S-ILS 5	220-½ 200 (200-½)			NA
S-LOC 5	380-½ 360 (400-½)			NA
CIRCLING	440-1 420 (500-1)	480-1 460 (500-1)	480-1½ 460 (500-1½)	NA

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3. 22 OCT 2009 to 19 NOV 2009

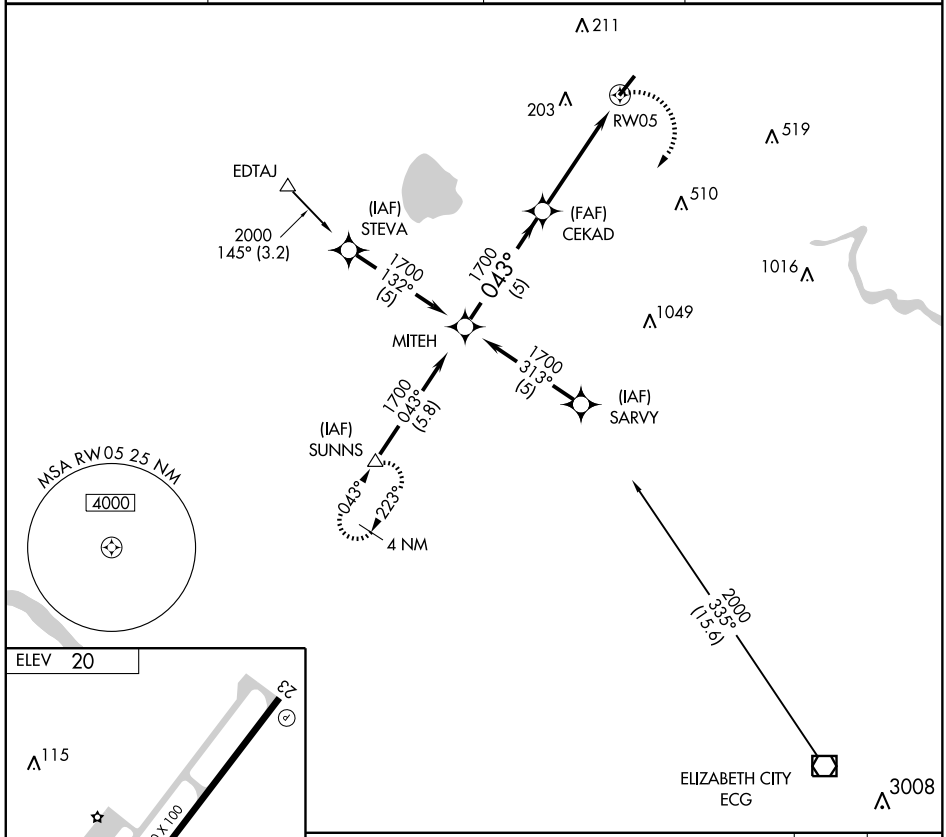
APP CRS	Rwy Idg	5500
043°	TDZE	20
	Apt Elev	20

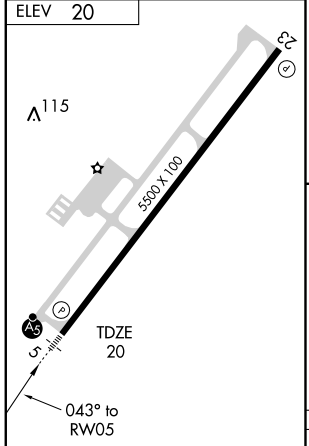
RNAV (GPS) RWY 5

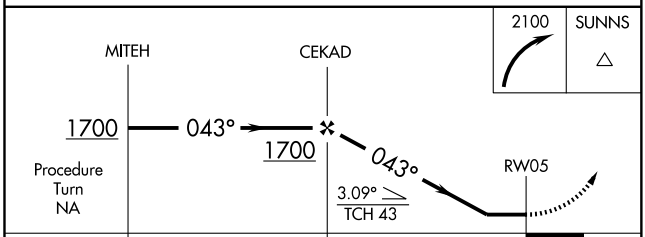
NORFOLK / CHESAPEAKE RGNL (CPK)

V NA	Inoperative table does not apply. DME/DME RNP-0.3 NA.	MALSR	MISSED APPROACH: Climbing right turn to 2100 direct SUNNS and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	420-1	400 (400-1)	NA	
CIRCLING	420-1 400 (400-1)	480-1 460 (500-1)	NA	

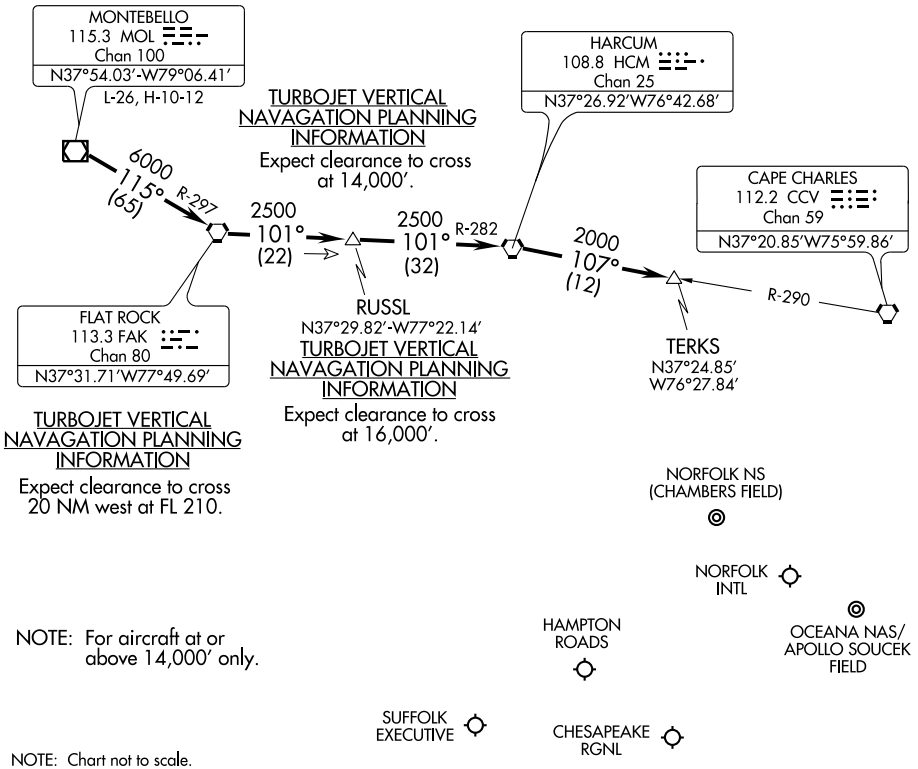
HIRL Rwy 5-23 L
REIL Rwy 23 L

NE-3, 22 OCT 2009 to 19 NOV 2009

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC ORF 116.9 Chan 116	APP CRS 210°	Rwy Idg 5500 TDZE 20 Apt Elev 20

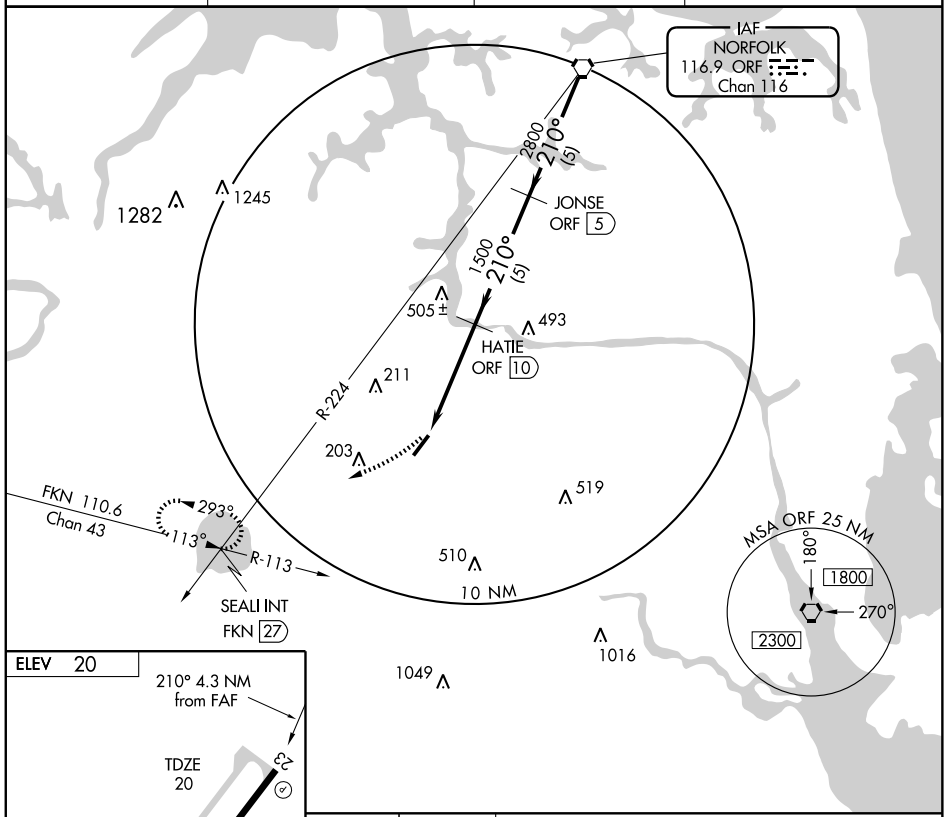
VOR/DME RWY 23

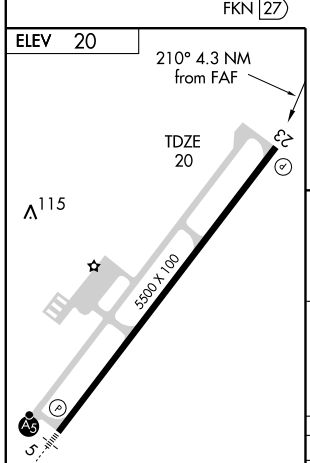
NORFOLK / CHESAPEAKE RGNL (CPK)

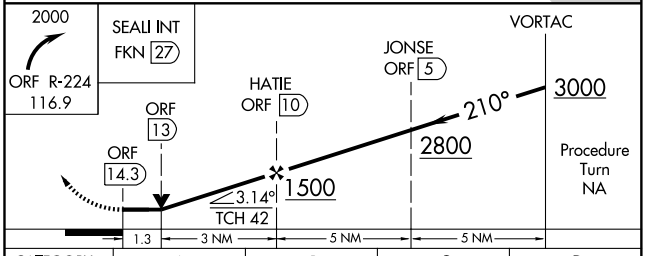
NA

MISSED APPROACH: Climbing right turn to 2000 via ORF R-224 to SEALI Int/FKN 27 DME and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.05 (CTAF) L



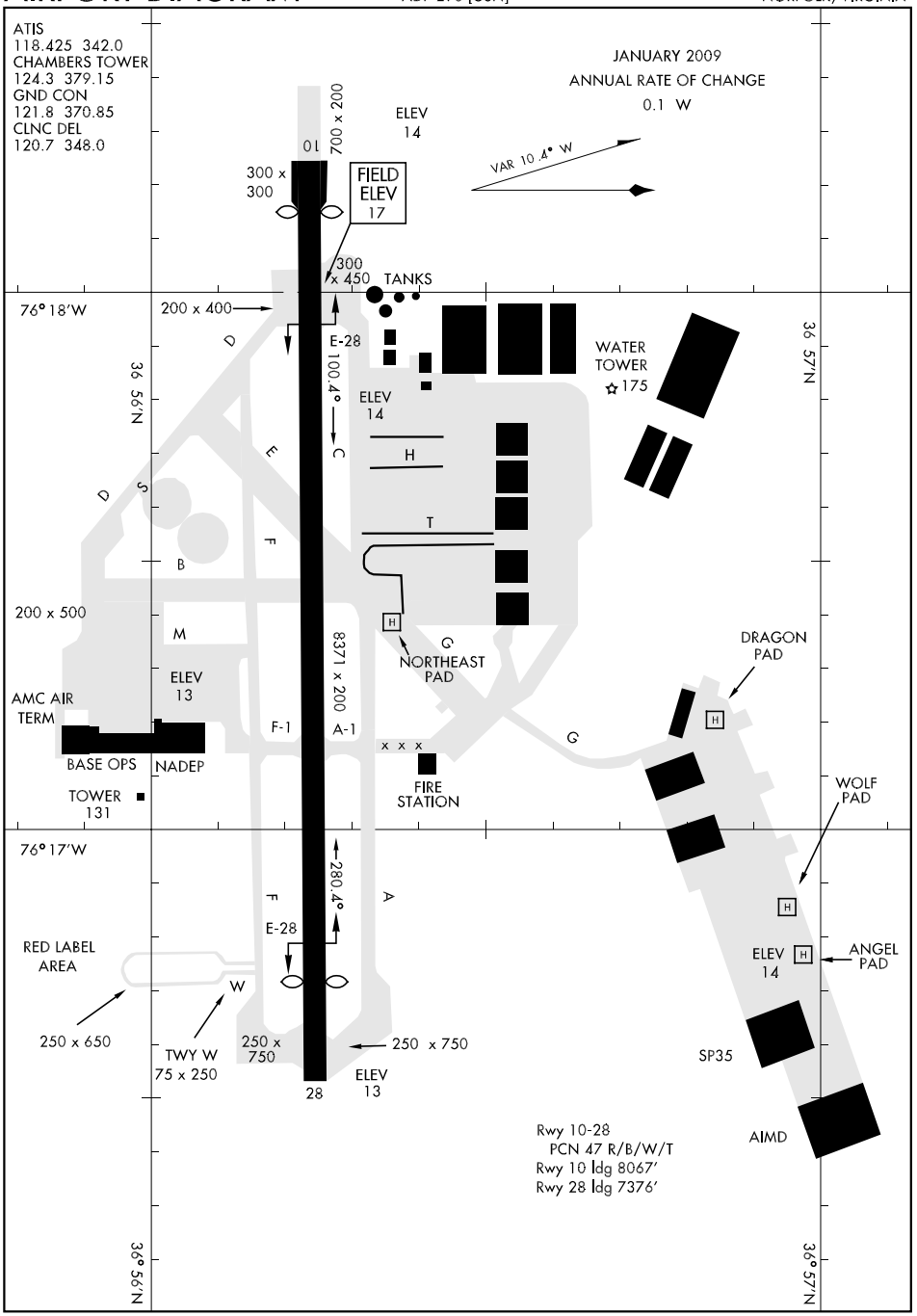




CATEGORY	A	B	C	D
S-23	480-1	460 (500-1)	480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	480-1	460 (500-1)	480-1½ 460 (500-1½)	580-2 560 (600-2)

HIRL Rwy 5-23 L
REIL Rwy 23 L

NE-3. 22 OCT 2009 to 19 NOV 2009



NE-3, 22 OCT 2009 to 19 NOV 2009

ATIS
118.425 342.0
CLNC DEL
120.7 348.0
GND CON
121.8 370.85
CHAMBERS TOWER
124.3 379.15
NORFOLK DEP CON
125.2 363.125
WASHINGTON CENTER
123.85 323.0

Minimum Climb Rate to 300, 300-1½ auth in lieu of climb rate.

Rwy	Knots	60	120	180	240	300	360
28 (a)	V/V(fpm)	235	470	705	940	1175	1410
28 (b)	V/V(fpm)	245	490	735	980	1225	1470

(a) Military
(b) Civil

IRONS
RIC 62 DME
R-018
N38°31.87′
W77°06.37′

RICHMOND
114.1 RIC
Chan 88
L-36

COLIN
N38°05.99′
W76°39.85′

HARCUM
108.8 HCM
Chan 25
L-36

MONTEBELLO
115.3 MOL
Chan 100
L-26

FLAT ROCK
113.3 FAK
Chan 80
L-36

HOPEWELL
112.0 HPW
Chan 57
L-36

CHAMBERS
Chan 86Y NGU

SALISBURY
111.2 SBY
Chan 49
L-34-36

CAPE CHARLES
112.2 CCV
Chan 59
L-35-36

SNOW HILL
112.4 SWL
Chan 71
L-36

ATLIC
N36°55.06′
W75°12.79′

SCHOL
N37°10.99′
W75°42.93′

KELLE
N37°10.77′
W77°48.31′

WAIKS
N37°03.03′
W77°04.13′

NORFOLK
116.9 ORF
Chan 116

SWOPE
N36°31.11′
W76°18.94′

FRANKLIN
110.6 FKN
Chan 43
L-35-36

ELIZABETH CITY
112.5 ECG
Chan 72
L-35

VISOW
N36°21.44′
W76°21.90′

R-330
(33)
330°
(40)
R-010
010°
(39)
V376
V33
R-129
309°
(26)
003°
(21)
290°
(79)
17
R-183
R-178
R-290
43
47
① 219
88 ②
29
R-200
020°
(43)
R-060
020°
(27)
039°
(12)
V139
R-095
48
23
10
R-216
R-211
201°
(10)
131°
(11)
R-201
R-311
V139
J174

RADAR REQUIRED

① 1.10 NM from Rwy 28
② 0.26 NM from Rwy 10

CHART NOT TO SCALE

M.S.A NGU 25 NM
1800
095°
2300
335°

(Continued on next page)

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 10: Climbing left turn heading 050°, cross DER at or above 35' AGL/48' MSL, thence...
TAKE-OFF RWY 28: Climb via heading 280°, thence...

via radar vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU7•ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU7•CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU7•ECG): Via vectors to SWOPE, then via ORF R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU7•FAK): Via vectors to WAIKS, then via ORF R-290 to KELLE, then direct FAK VORTAC.

FRANKLIN TRANSITION (NGU7•FKN): Via vectors to FKN VORTAC*.

HARCUM TRANSITION (NGU7•HCM): Via vectors to HCM VORTAC**.

HOPEWELL TRANSITION (NGU7•HPW): Via vectors to HPW VORTAC.

MONTEBELLO TRANSITION (NGU7•MOL): Via vectors to WAIKS, then via ORF R-290 to KELLE, then intercept MOL R-129 to MOL VOR/DME.

SALISBURY TRANSITION (NGU7•SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU7•SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

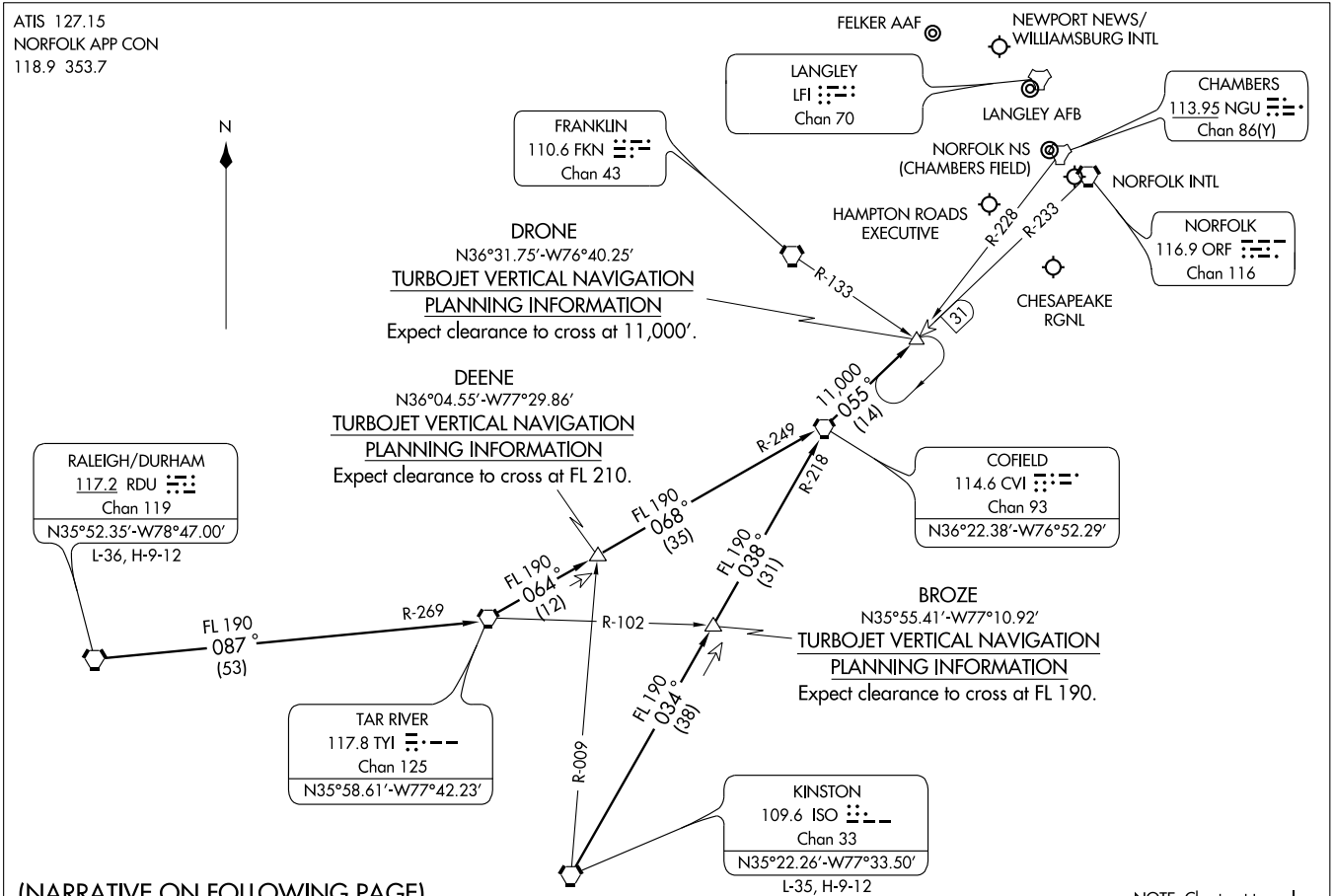
V139 TRANSITION (NGU7•ORF): Via vectors to V139.

J174 TRANSITION (NGU7•ORF): Via vectors to J174.

*For routing to TYI/RDU/GSO:
**For routing to NHK/BWI/MTN/DCA METRO AREA via the following:
NHK-V33 COLIN V213 PXT. (NOTE For altitudes 7000 or 9000 only.)
BWI/MTN-V33 COLIN V213 PXT V93 GRACO. (NOTE: For altitudes 7000 or 9000 only.)
DCA/ADW/NSF/DAA-HCM R-330 V376 IRONS. (NOTE: For altitude 8000 only.)

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

NE-3, 22 OCT 2009 to 19 NOV 2009


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
FL 190
034°
(38)
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 22 OCT 2009 to 19 NOV 2009

HI-TACAN RWY 10

TACAN	APCH CRS	Rwy ldg	8067
Chan 86Y	097°	TDZE	17
		Arpt Elev	17

JAL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

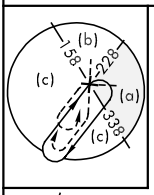
▼ * When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.
** CAT E circling not auth S of RWY 10-28.

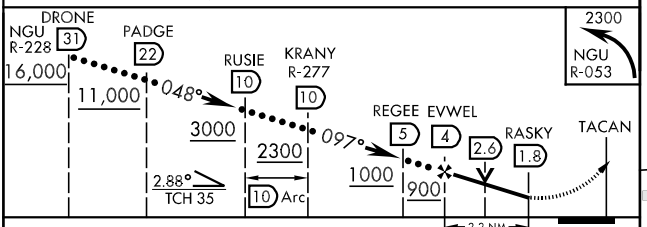
ALSF-2

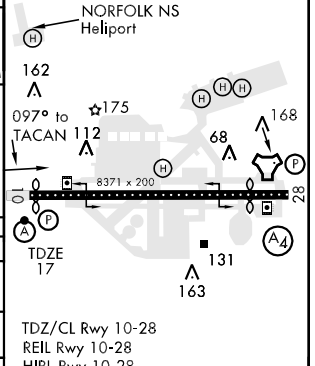
MISSED APPROACH: Climbing left turn to 2300 via NGU R-053 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	

*** When ALS inop, increase vis CAT CDE to ½ mile.







CATEGORY	C	D	E
S-10 *	480-¾ 463 (500-¾)	480-1 463 (500-1)	480-1¼ 463 (500-1¼)
CIRCLING **	520-1½ 503 (600-1½)	580-2 563 (600-2)	
S-PAR 10***	117-¼	100 (100-¼)	GS 3.00°

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

NE-3, 22 OCT 2009 to 19 NOV 2009

HI-TACAN RWY 28

TACAN	APCH CRS	Rwy Idg	7376
Chan 86Y	290°	TDZE	15
		Arpt Elev	17

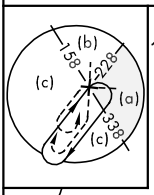
JAL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase CAT C vis to 1¼ miles, CAT DE to 1½ miles.
** CAT E circling not authorized S of Rwy 10-28.
*** When ALS inop, increase CAT CDE vis to 1 mile.

SSALS A4

MISSED APPROACH: Climb to 2300 via NGU R-277 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	



CHAMBERS
Chan 86Y NGU

NORFOLK
116.9 ORF
Chan 116

RICHMOND

JOBEN NGU 4

IDOGE NGU 3

228°

INLYT NGU 10

219°

251°

290°

R-277

16,000 (66) 161°

RUSIE NGU 10

1282

208°

16,000 234° (31)

NGU 10 Arc

R-110

RADAR REQUIRED

(IAF) DRONE NGU 31

048°

PADGE NGU 22

FL180 072° (110)

048° 228°

20 NM

RALEIGH-DURHAM

NGU 41

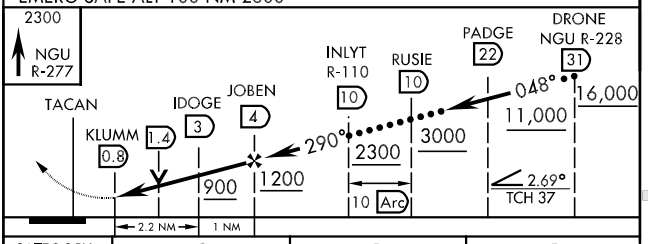
R-228

NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

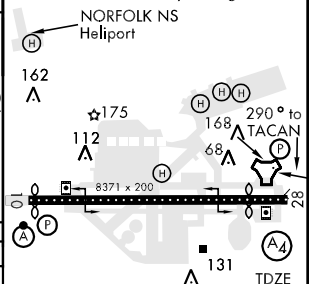
MSA NGU 25 NM
1800
095°
2300
335°

HIGH ALTITUDE FACILITIES

EMERG SAFE ALT 100 NM 2600



ELEV 17
Rwy 10 Idg 8067'
Rwy 28 Idg 7376'



CATEGORY	C	D	E
S-28 *	460-1 445 (500-1)	460-1¼ 445	(500-1¼)
CIRCLING**	520-1½ 503 (600-1½)	580-2 563	(600-2)
S-PAR 28***	265-¾	250	(300-¾) GS 3.00°

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

NE-3, 22 OCT 2009 to 19 NOV 2009

NORFOLK, VIRGINIA

ILS or LOC/DME RWY 10

LOC I-NGU	APCH CRS	Rwy ldg	8067
108.95	100°	TDZE	17
		Arpt Elev	17

AL-290 [USN]

NORFOLK NS (CHAMBERS FIELD) (KNGU)

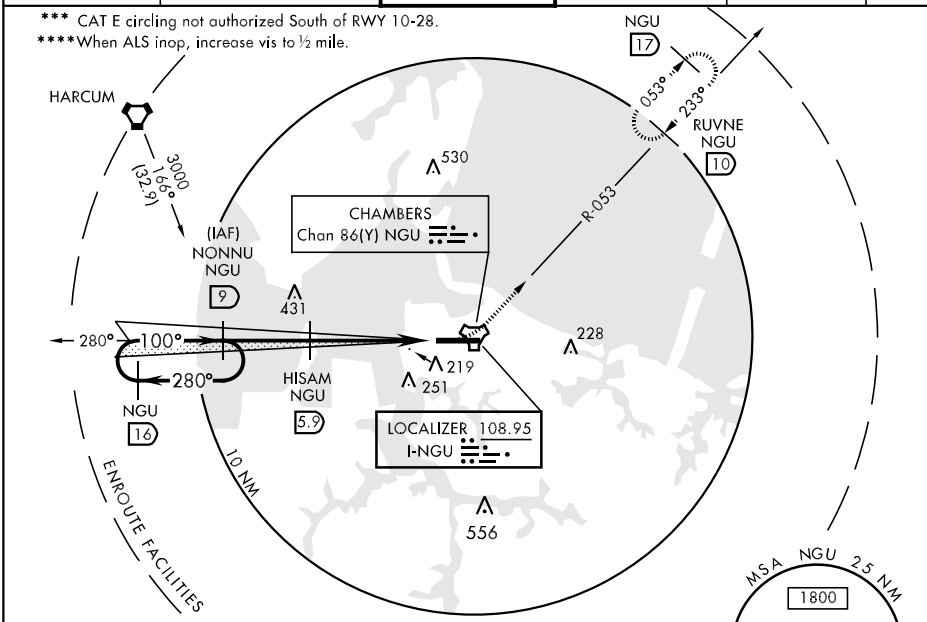
▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.

ALSF-2

MISSED APPROACH: Climbing left turn to 2100 via NGU TACAN R-053 to RUVNE and hold.

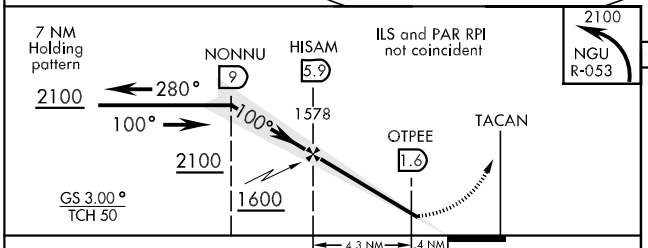
ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	

*** CAT E circling not authorized South of RWY 10-28.
****When ALS inop, increase vis to ½ mile.



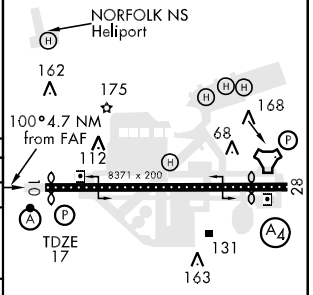
NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

EMERG SAFE ALT 100 NM 2600



CATEGORY	A	B	C	D	E
S-ILS 10 *	217-½ 200 (200-½)				
S-LOC 10 **	460-½ 443 (500-½)		460-¾ 443 (500-¾)	460-1 443 (500-1)	
CIRCLING ***	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)	
S-PAR 10****	117-¼		100	(100-¼) GS 3.00°	

ELEV 17
Rwy 10 ldg 8067′
Rwy 28 ldg 7376′



TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

NE-3, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 10

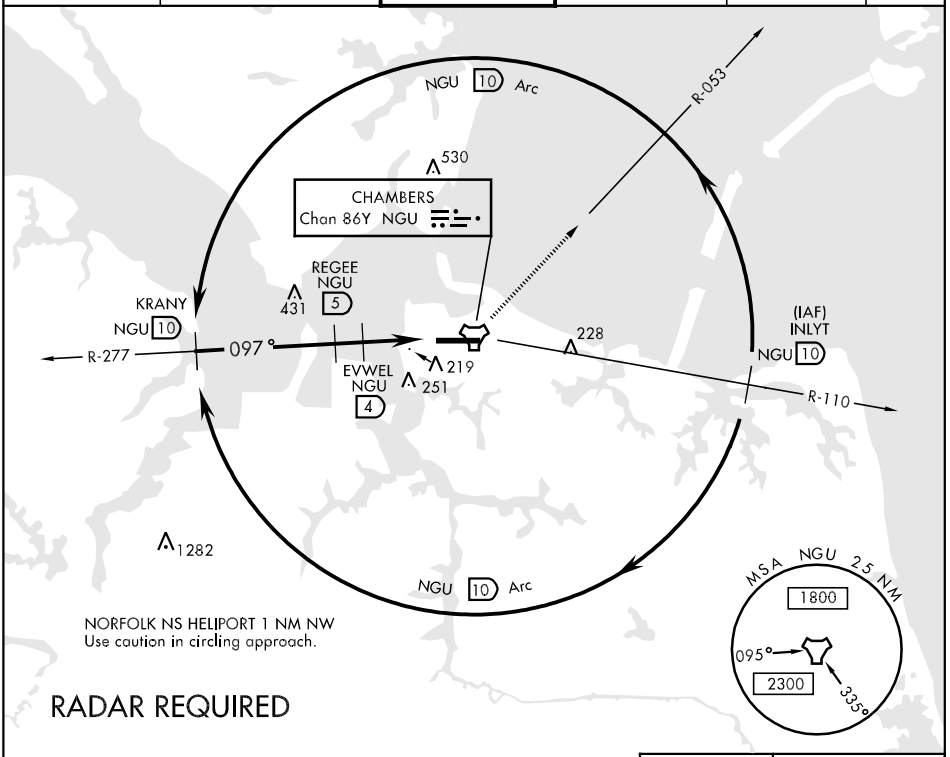
TACAN NGU Chan 86Y	APCH CRS 097°	Rwy Idg 8067 TDZE 17 Arpt Elev 17	AL-290 [USN]	NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

ALSF-2

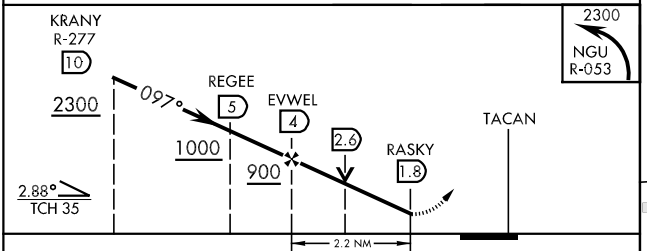
MISSED APPROACH: Climbing left turn to 2300 via NGU TACAN R-053 then as directed by ATC.

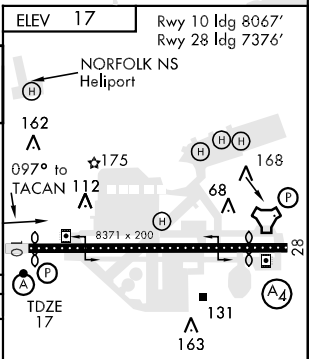
ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	



RADAR REQUIRED

EMERG SAFE ALT 100 NM 2600





CATEGORY	A	B	C	D
S-10 *	480-½ 463 (500-½)		480-¾ 463 (500-¾)	480-1 463 (500-1)
CIRCLING	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)
S-PAR 10 **	117-¼	100 (100-¼) GS 3.00°		

TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

NE-3, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 28

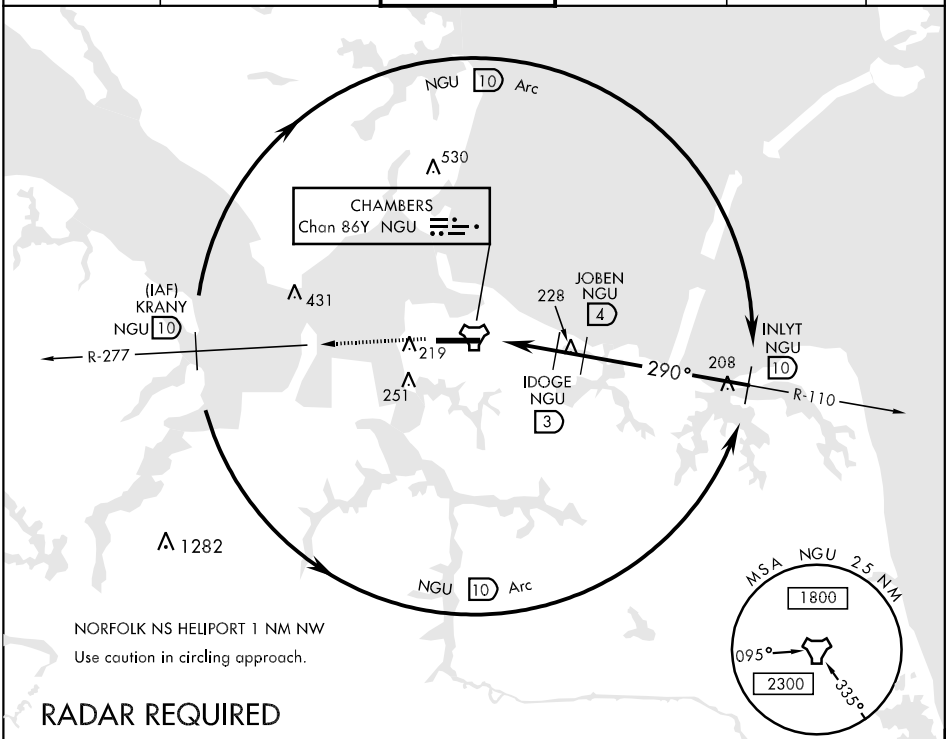
TACAN NGU Chan 86Y	APCH CRS 290°	Rwy 28 ldg 7376 TDZE 15 Arpt Elev 17	AL-290 [USN]	NORFOLK NS (CHAMBERS FIELD) (KNGU)

▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** When ALS inop, increase vis CAT ABCD to 1 mile.

SSALS (A4)

MISSED APPROACH: Climb to 2300 via NGU TACAN R-277 then as directed by ATC.

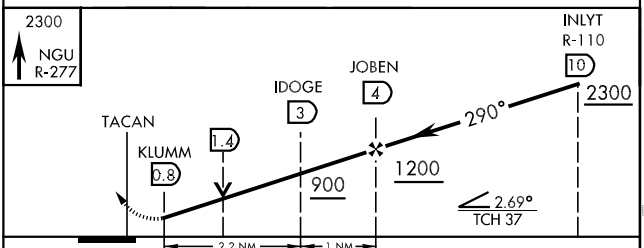
ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 348.0	

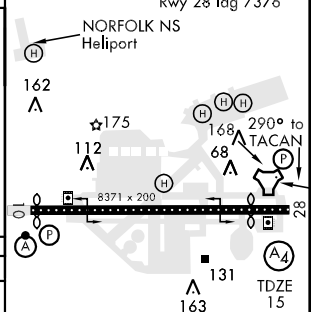


NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

RADAR REQUIRED

EMERG SAFE ALT 100 NM 2600





CATEGORY	A	B	C	D
S-28 *	460-¾ 445 (500-¾)		460-1 445 (500-1)	460-1¼ 445 (500-1¼)
CIRCLING	520-1 503 (600-1)		520-1½ 503 (600-1½)	580-2 563 (600-2)
S-PAR 28 * *	265-¾	250 (300-¾)	GS 3.00°	

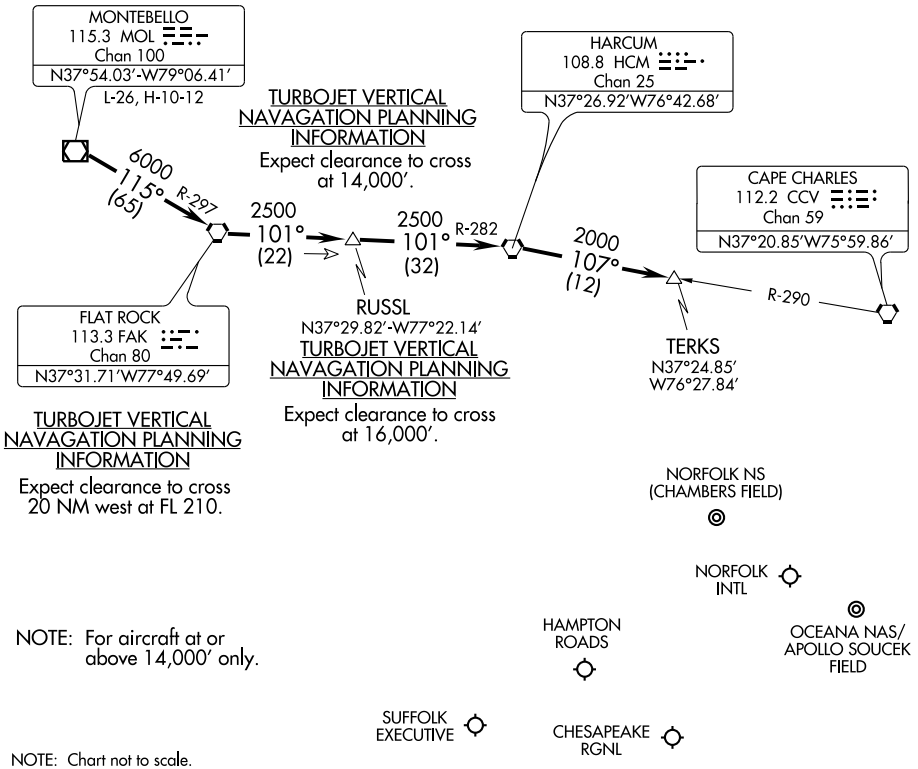
TDZ/CL Rwy 10-28
REIL Rwy 10-28
HIRL Rwy 10-28

NE-3, 22 OCT 2009 to 19 NOV 2009

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

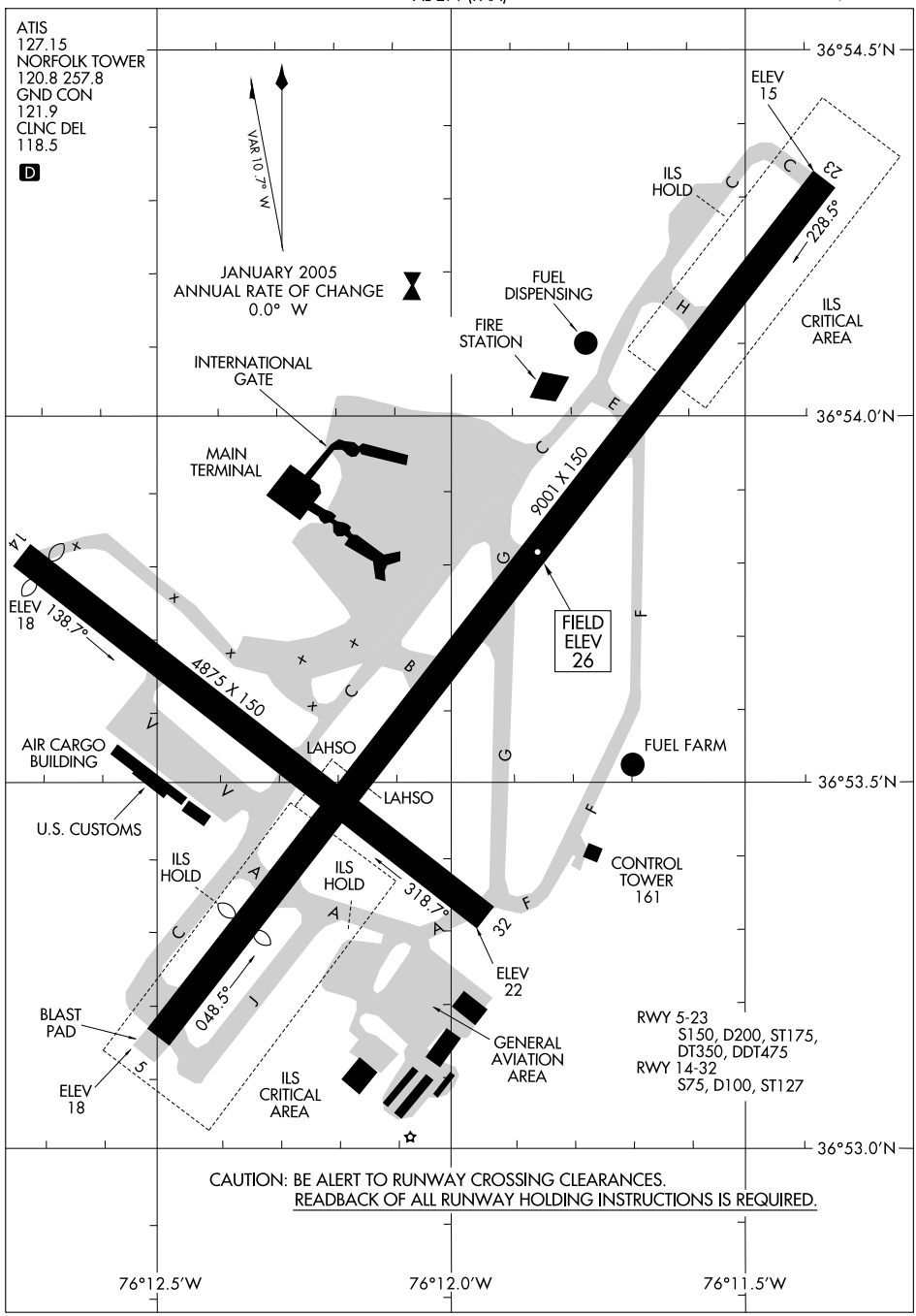
From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

NE-3, 22 OCT 2009 to 19 NOV 2009

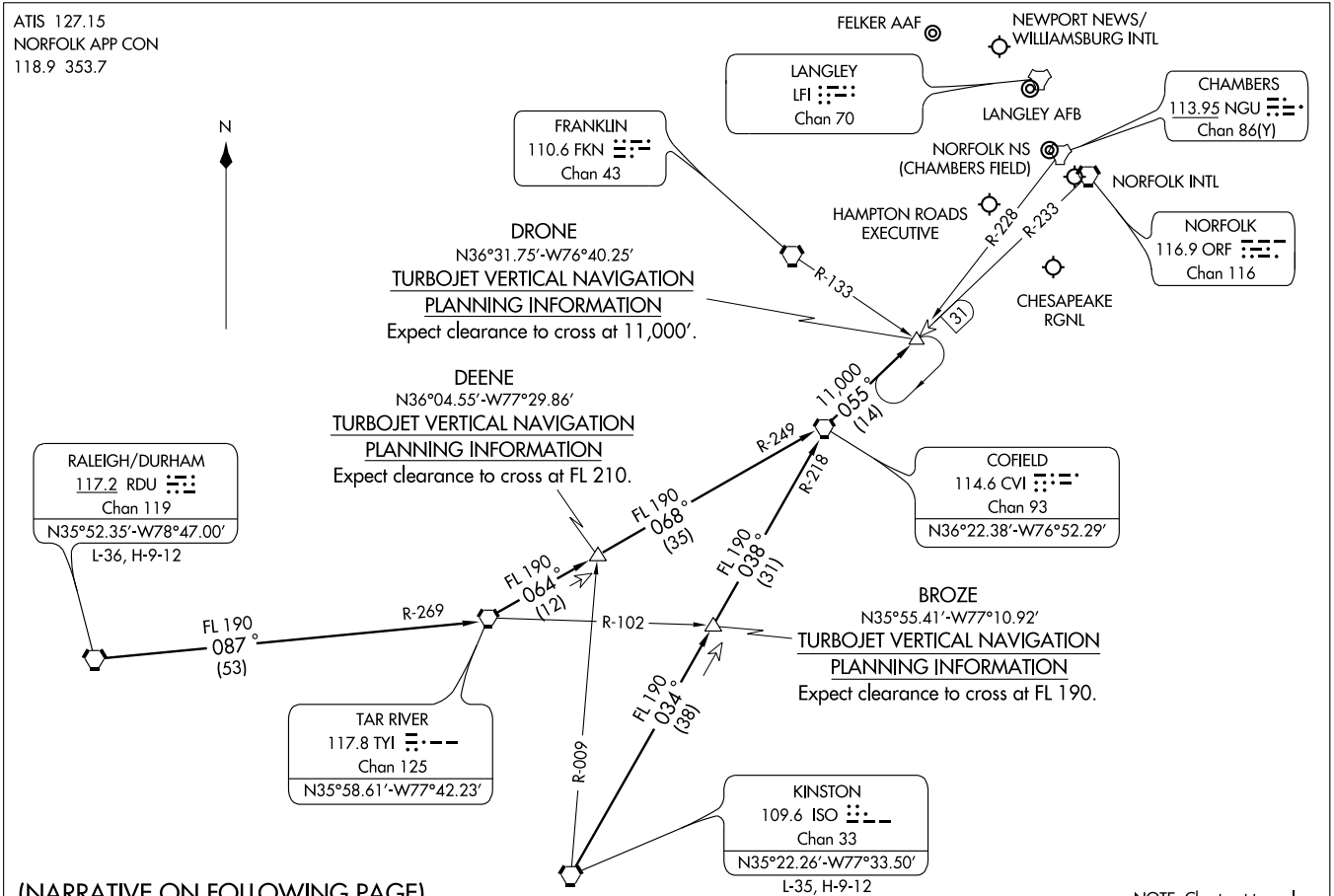
AIRPORT DIAGRAM

AL-291 (FAA)

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA



NE-3, 22 OCT 2009 to 19 NOV 2009


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
FL 190
034°
(38)
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-ORF	APP CRS	Rwy Idg	8001
109.1	047°	TDZE	26
Chan 28		Apt Elev	26

ILS or LOC RWY 5

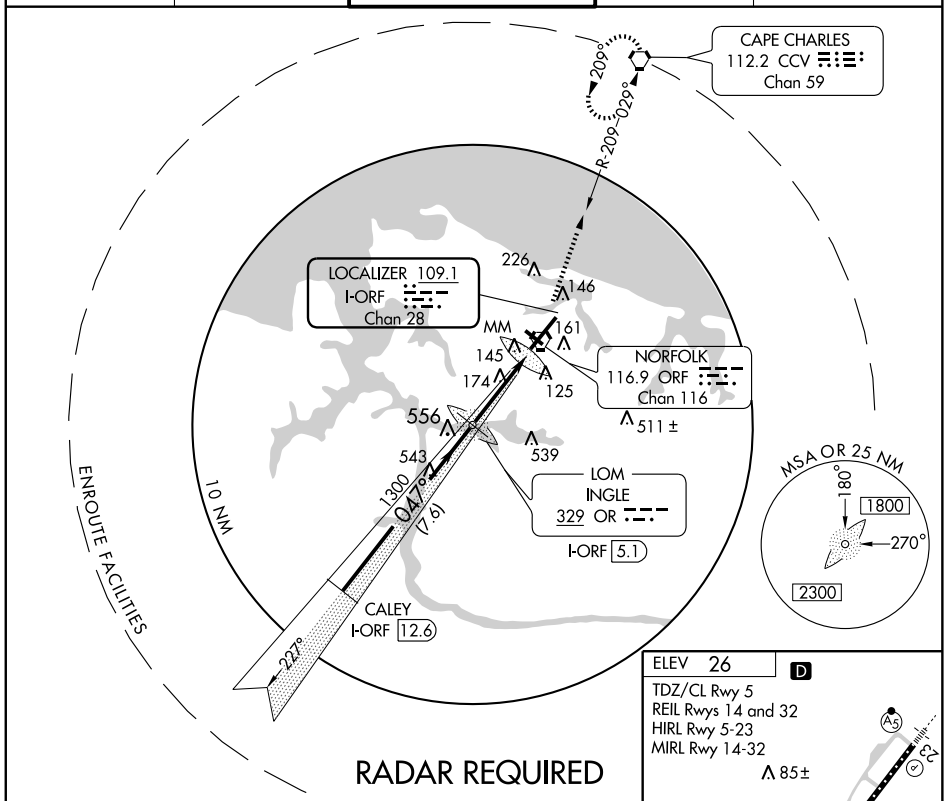
NORFOLK INTL (ORF)

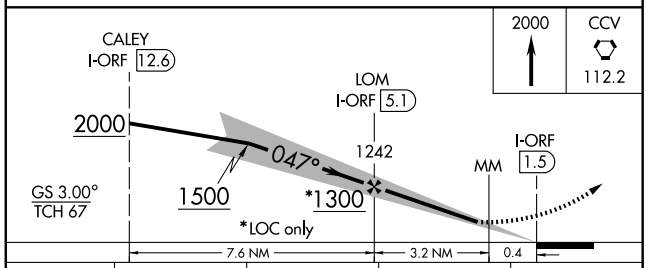
Autopilot coupled approach NA below 744.

MALSR

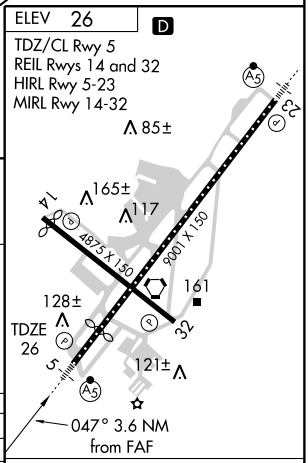
MISSED APPROACH: Climb to 2000 direct CCV VORTAC and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
S-ILS 5	236/18 210 (300-½)			
S-LOC 5	440/24 414 (500-½)		440/40 414 (500-¾)	
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)



FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3. 22 OCT 2009 to 19 NOV 2009

NORFOLK, VIRGINIA

AL-291 (FAA)

LOC/DME I-JZQ	APP CRS	Rwy Idg	9001
109.1	227°	TDZE	26
Chan 28		Apt Elev	26

ILS RWY 23

NORFOLK INTL (ORF)

S-LOC Cats A, B, C, increase visibilities ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 2000 via ORF VORTAC R-225 to CALEY Int and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5

HARCUM
108.8 HCM
Chan 25

2000
134°
(39.7)

2000 NoPT
198° (18.2)

IAF
CAPE CHARLES
112.2 CCV
Chan 59

R-134

047°

227°
1 min
047°

(IAF)
KLINK INT
I-JZQ 10.7

1700
227°
(5.8)

LUFSY
I-JZQ 4.9
RADAR

226
146
MM

2000 to Klink Int
044° (11.8)

LOCALIZER 109.1
I-JZQ
Chan 28

145
161
125
174
556
539
511
543

NORFOLK
116.9 ORF
Chan 116

MSA ORF 25 NM
180°
1800
270°
2300

1282
1245

R-225

CALEY
ORF 11.5

045°
225°

10 NM

DME or RADAR REQUIRED

2000
ORF R-225
116.9

CALEY
ORF 11.5

LUFSY
I-JZQ 4.9
RADAR

KLINK INT
I-JZQ 10.7

One Minute
Holding Pattern

MM
I-JZQ
0.1

1688

227°

047°
227° 2000

1700*
2000

GS 3.00°
TCH 55

*LOC only

0.2 0.2 4.6 NM 5.8 NM

ELEV 26

227° 5 NM
from FAF

D

85±

TDZE
26

165±
117

14
23
32
5

4875 X 150
9001 X 150

161

128±
121±

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

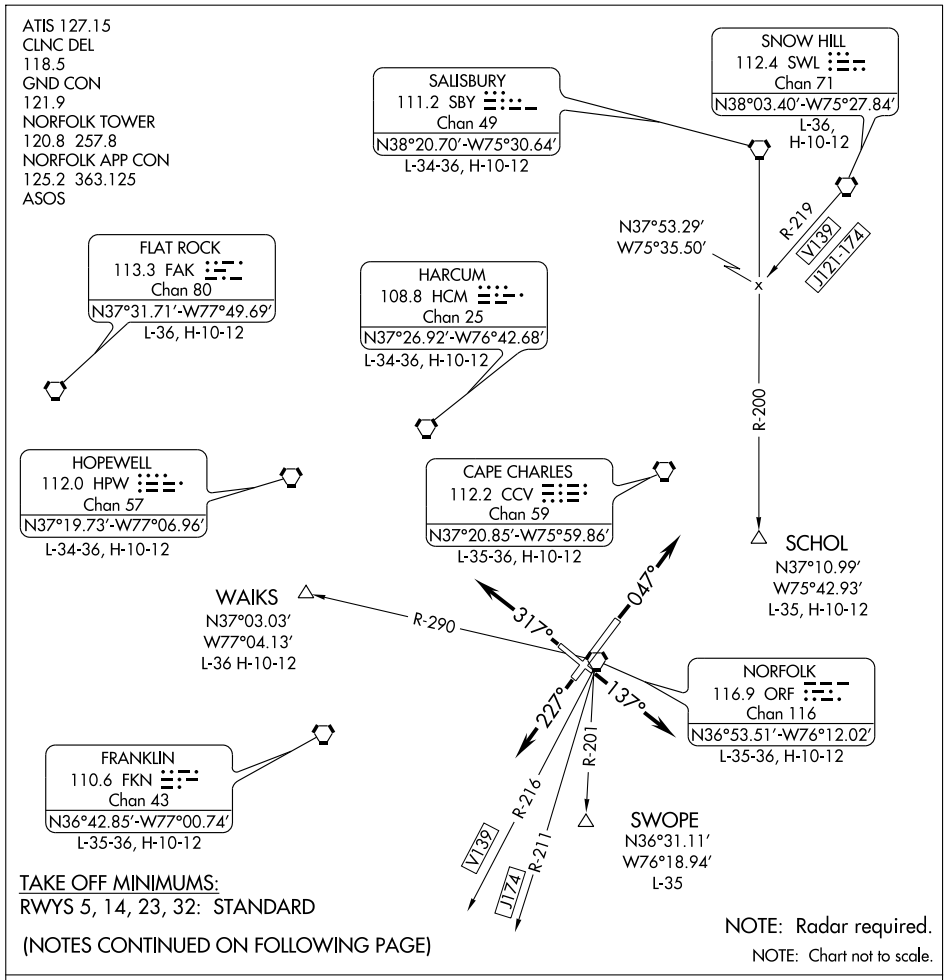
CATEGORY	A	B	C	D
S-ILS 23	321-¾ 295 (300-¾)			
S-LOC 23	400-¾ 374 (400-¾)			400-1 374 (400-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3. 22 OCT 2009 to 19 NOV 2009

KISRR ONE DEPARTURE



TAKE OFF MINIMUMS:
RWYS 5, 14, 23, 32: STANDARD

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 14: Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 23: Climb heading 227°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 32: Climb heading 317°. Expect radar vectors to assigned departure route/fix. Thence . . . .

. . . . maintain 4000 feet. Expect clearance to requested altitude 10 minutes after departure.

NE-3, 22 OCT 2009 to 19 NOV 2009

KISRR ONE DEPARTURE

TAKE-OFF OBSTACLES

Rwy 5: Mobile Crane 4091′ from DER, 1249′ right of centerline, 150′ AGL/163′ MSL. Multiple Ship Masts beginning 2761′ from DER, 22′ right of centerline, up to 100′ AGL/100′ MSL. Multiple Ship Masts beginning 2564′ from DER, 133′ left of centerline, up to 100′ AGL/100′ MSL. Obstruction light on Pole 3978′ from DER, 931′ left of centerline, 138′ AGL/146′ MSL. Multiple Towers beginning 4045′ from DER, 982′ left of centerline, up to 138′ AGL/146′ MSL. Obstruction Light on Pole 2898′ from DER, 811′ right of centerline, 84′ AGL/98′ MSL. Antenna 4115′ from DER, 1585′ right of centerline, 117′ AGL/131′ MSL. Tower 2974′ from DER, 772′ right of centerline, 90′ AGL/98′ MSL. Obstruction light on Pole 2696′ from DER, 1063′ left of centerline, 84′ AGL/91′ MSL. Bush 29′ from DER, 307′ right of centerline, 6′ AGL/20′ MSL. Tree 1459′ from DER, 159′ left of centerline, 41′ AGL/55′ MSL. Tower 2938′ from DER, 1254′ left of centerline, 89′ AGL/94′ MSL. Tree 1399 from DER, 201′ right of centerline, 38′ AGL/52′ MSL. Sign 82′ from DER, 301′ left of centerline, 2′ AGL/19′ MSL. Terrain 23′ from DER, 227′ left of centerline, 0′ AGL/17′ MSL.

Rwy 14: Tree 2541′ from DER, 432′ right of centerline, 101′ AGL/121′ MSL. Multiple Trees beginning 443′ from DER, 398′ left of centerline, up to 75′ AGL/95′ MSL. Pole 1410′ from DER, 254′ right of centerline, 45′ AGL/62′ MSL.

Rwy 23: Rod on Obstruction Light Pole 1012′ from DER, 650′ right of centerline, 56′ AGL/73′ MSL. Multiple Trees beginning 619′ from DER 584′ left of centerline, up to 81′ AGL/98′ MSL. Obstruction Light on Pole, 1433′ from DER, 738′ left of centerline, 54′ AGL/71′ MSL. Multiple Trees beginning 323′ from DER, 504′ right of centerline, up to 26′ AGL/43′ MSL. Pole 2165′ from DER, 840′ right of centerline, 57′ AGL/74′ MSL.

Rwy 32: Multiple Trees beginning 17′ from DER, 460′ right of centerline, up to 81′ AGL/98′ MSL. Multiple Trees and Poles beginning 60′ from DER, 333′ left of centerline, up to 87′ AGL/ 92′ MSL. Road 207′ from DER, 231′ right of centerline, 12′ AGL/29′ MSL. Multiple Obstruction Lights on Towers 201′ from DER, 135′ left of centerline, up to 12′AGL/27′ MSL.

RIVER VISUAL RWY 5

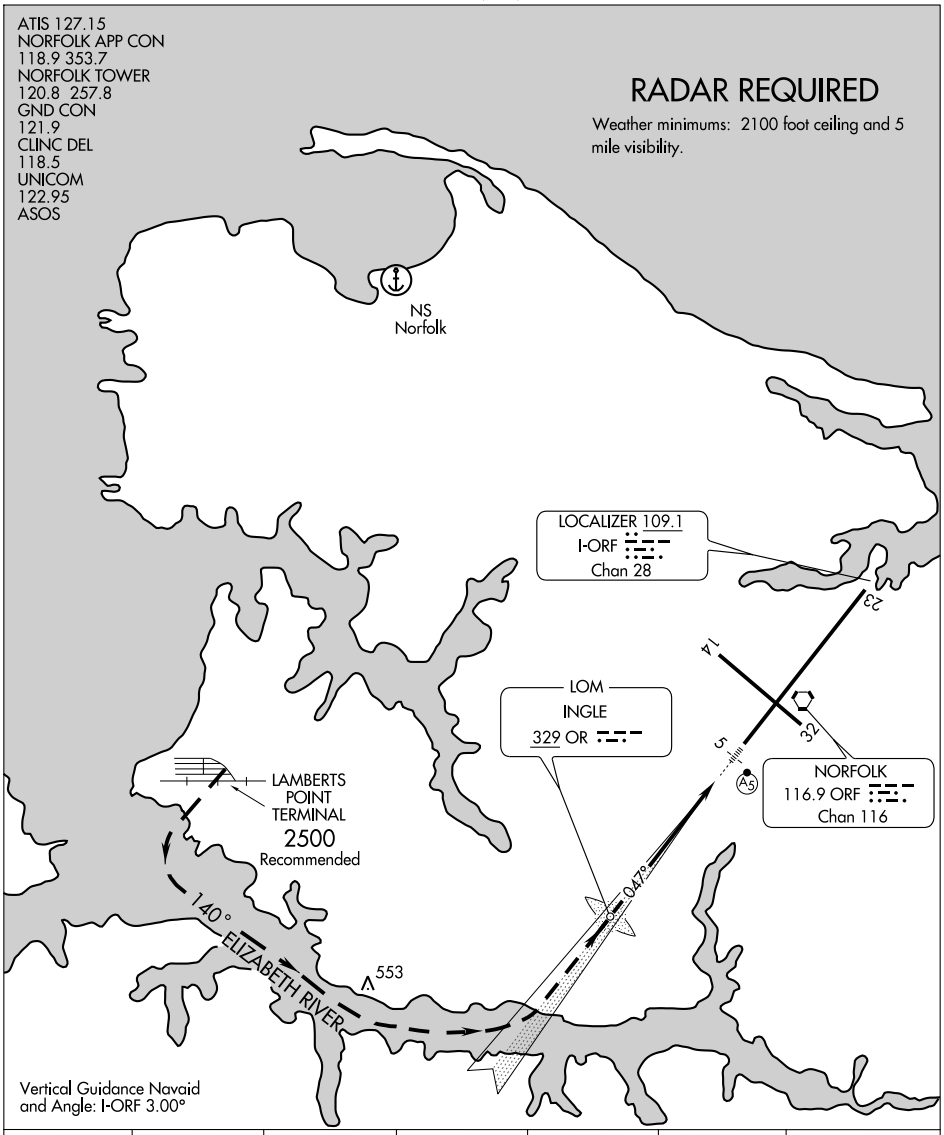
AL-291 (FAA)

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA

ATIS 127.15
NORFOLK APP CON
118.9 353.7
NORFOLK TOWER
120.8 257.8
GND CON
121.9
CLINC DEL
118.5
UNICOM
122.95
ASOS

RADAR REQUIRED

Weather minimums: 2100 foot ceiling and 5 mile visibility.



	1 NM	2	3	4	5	6

RIVER VISUAL RWY 5

PROCEDURE NOT AUTHORIZED AT NIGHT

APP CRS	Rwy Idg	8001
047°	TDZE	26
	Apt Elev	26

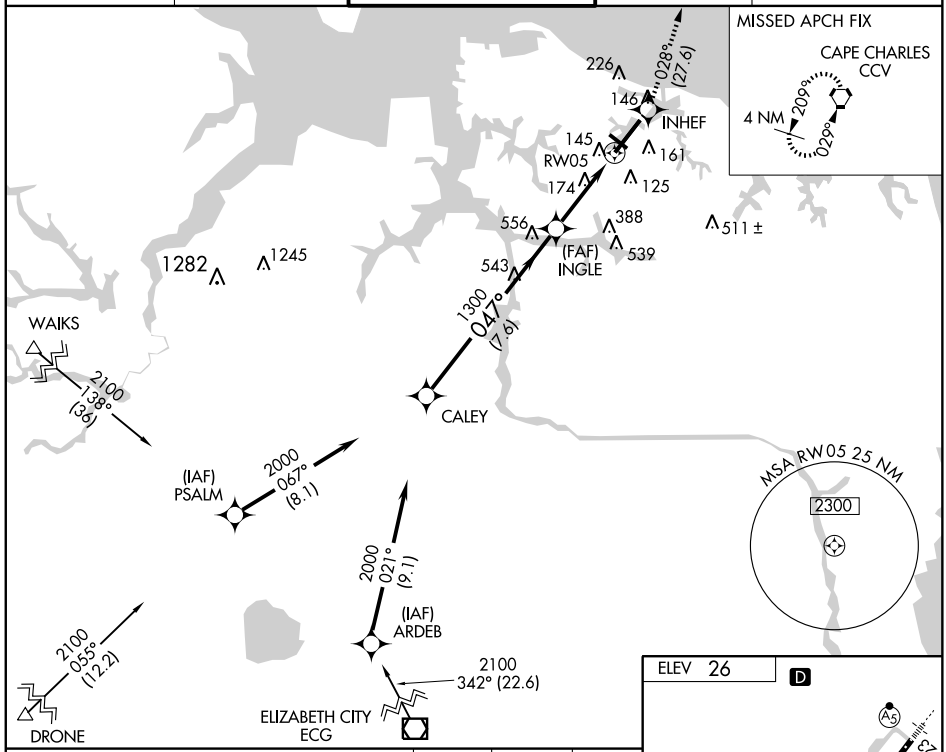
RNAV (GPS) RWY 5
NORFOLK INTL (ORF)

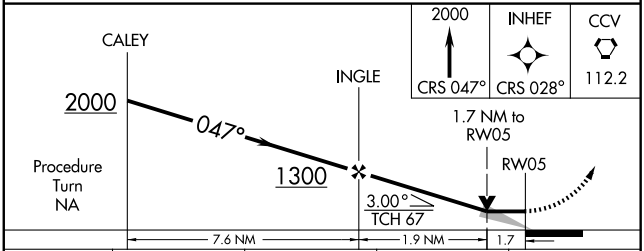
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

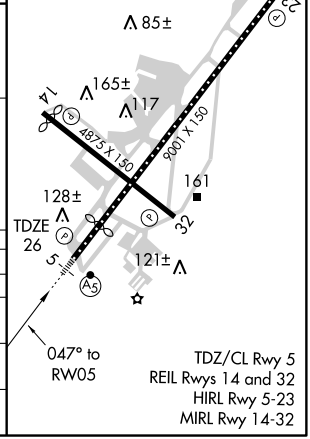
MALSR

MISSED APPROACH: Climb to 2000 via 047° course to INHEF WP, then via 028° course to CCV VORTAC and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	640/24 614 (700-½)		640/60 614 (700-1¼)	640-1½ 614 (700-1½)
CIRCLING	640-1 614 (700-1)		640-1½ 614 (700-1½)	640-2 614 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4662
137°	TDZE	25
	Apt Elev	26

RNAV (GPS) RWY 14
NORFOLK INTL (ORF)

GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2000 via 137° course to WARIV WP then left turn direct JIMMY WP and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5

HARCUM HCM
2000 149° (29.9)
CAPE CHARLES CCV
2000 231° (22.7)
JIMMY 221° 041° 4 NM
(IAF) CUBEL
2000 227° (5)
(IF) FIDAR
2000 047° (5)
1500 137° (5.6)
(FAF) JADEX
(IAF) HAMKI
226
146
161
RW14
145
174
WARIV
125
MSA RW14 25 NM
2300
556
539
511±
543
1282
1245
2500 359° (11.7)
DEEMS
ORF 13
RADAR

ELEV 26 D

137° to RW14
85±
165±
117
TDZE 25
4875 X 150
9001 X 150
161
128±
121±
32
5
23
14

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

2000 CRS 137° | WARIV | JIMMY

FIDAR
2000
137°
JADEX
1500
RW14
Procedure Turn NA
3.04° TCH 35
5.6 NM
4.5 NM

CATEGORY	A	B	C	D
LNAV MDA	420-1 395 (400-1)			420-1¼ 395 (400-1¼)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 23
NORFOLK INTL (ORF)

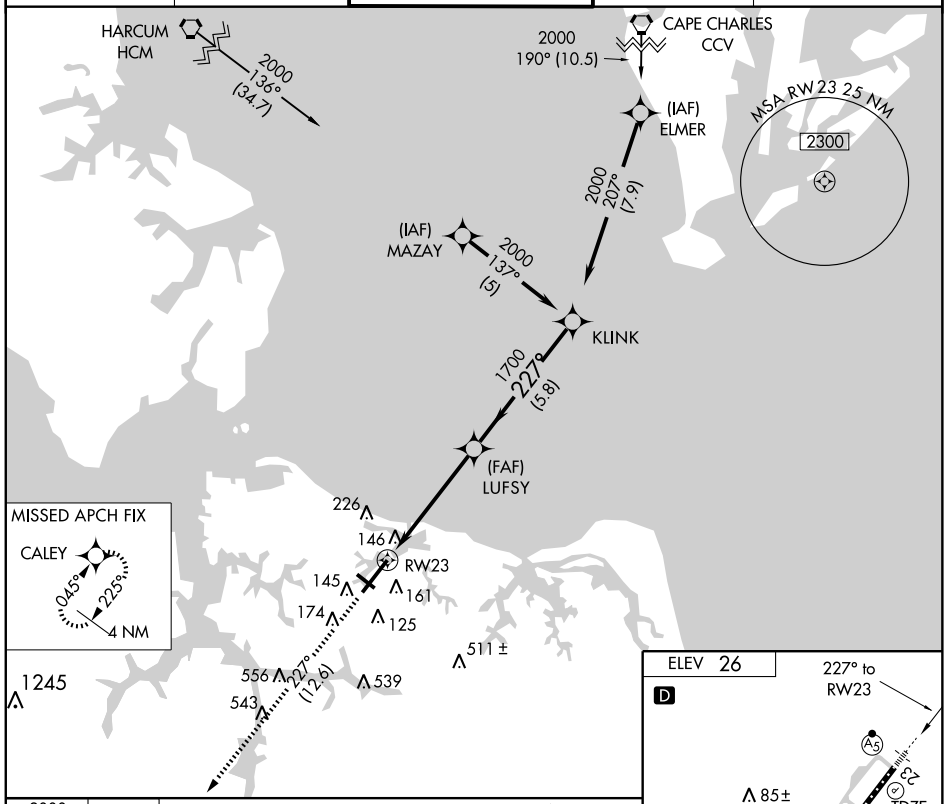
APP CRS	Rwy Idg	TDZE	Apt Elev
227°	9001	26	26

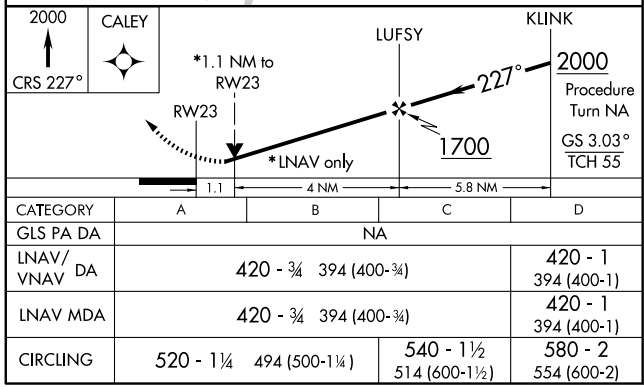
▼ For inoperative MALSR increase LNAV/VNAV and LNAV Cat D visibility to 1¼ miles.
▲ NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

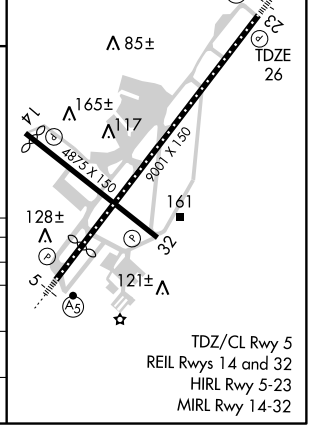
MISSED APPROACH: Climb to 2000 via 227° course to CALEY WP and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420 - ¾ 394 (400-¾)			420 - 1 394 (400-1)
LNAV MDA	420 - ¾ 394 (400-¾)			420 - 1 394 (400-1)
CIRCLING	520 - 1¼ 494 (500-1¼)		540 - 1½ 514 (600-1½)	580 - 2 554 (600-2)



TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3. 22 OCT 2009 to 19 NOV 2009

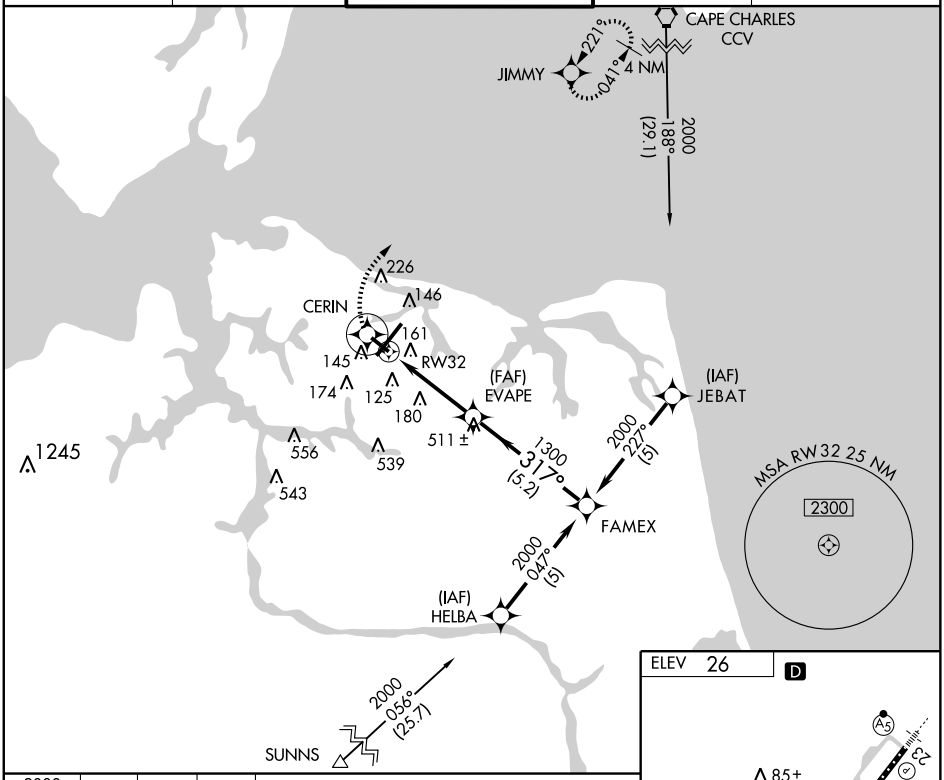
APP CRS	Rwy Idg	4875
317°	TDZE	25
	Apt Elev	26

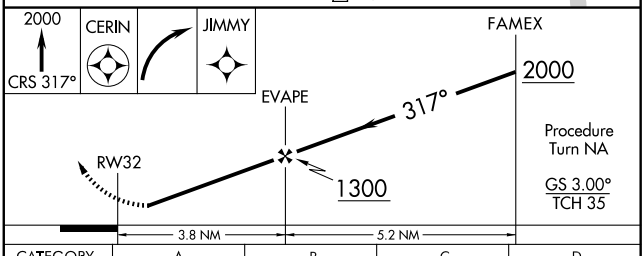
RNAV (GPS) RWY 32
NORFOLK INTL (ORF)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

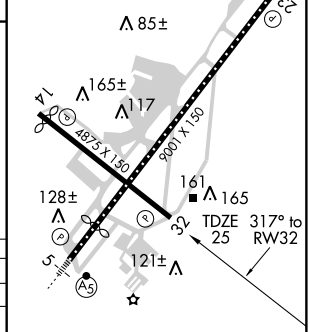
MISSED APPROACH: Climb to 2000 via 317° course to CERIN WP then right turn direct JIMMY WP and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	420-1½ 395 (400-1½)			
LNAV MDA	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	520-1½ 494 (500-1½)		540-1½ 514 (600-1½)	580-2 554 (600-2)



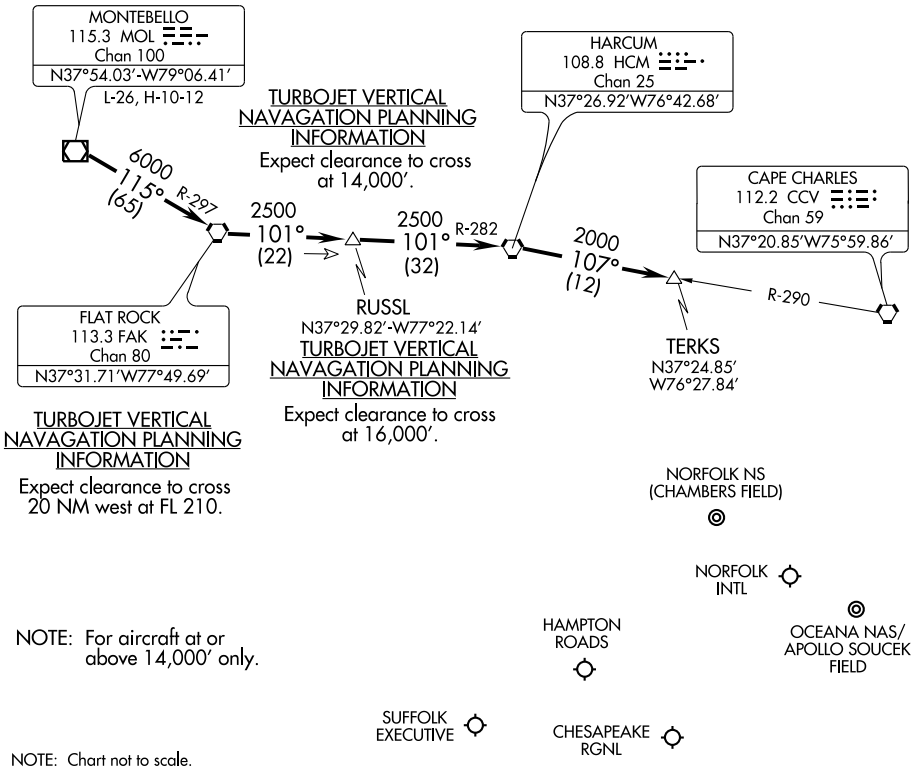
TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 22 OCT 2009 to 19 NOV 2009

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC ORF 116.9 Chan 116	APP CRS 053°	Rwy Idg 8001 TDZE 26 Apt Elev 26

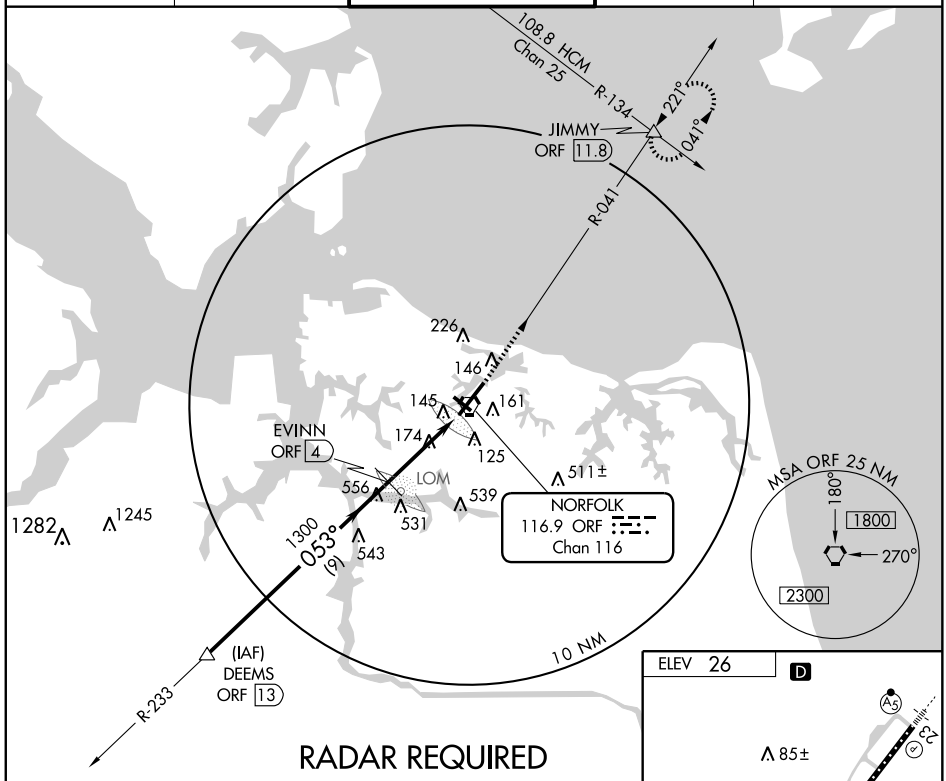
VOR/DME RWY 5
NORFOLK INTL (ORF)

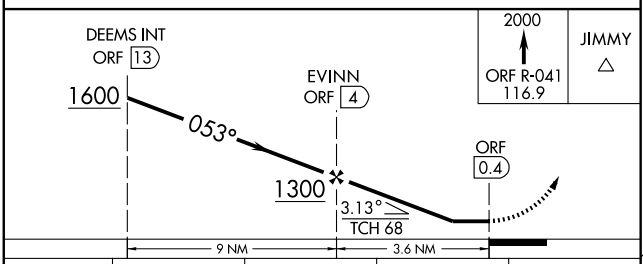
Cat D S-5 visibility increased to RVR 6000 for inoperative MALSR.

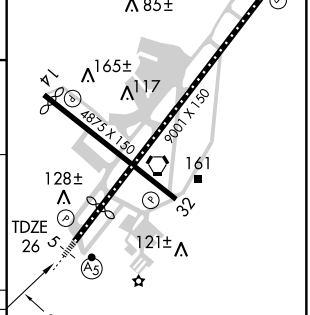
MALSR

MISSED APPROACH: Climb to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-5	480/40 454 (500-¾)			480/50 454 (500-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3. 22 OCT 2009 to 19 NOV 2009

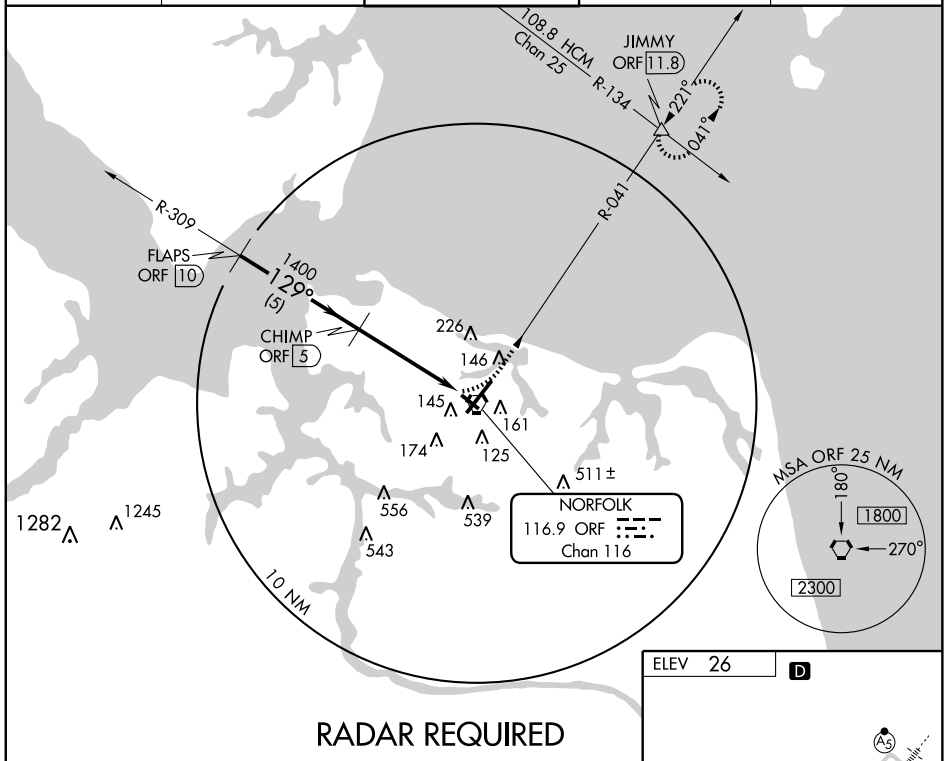
VORTAC ORF	APP CRS	Rwy Idg	4662
116.9	129°	TDZE	25
Chan 116		Apt Elev	26

VOR/DME RWY 14

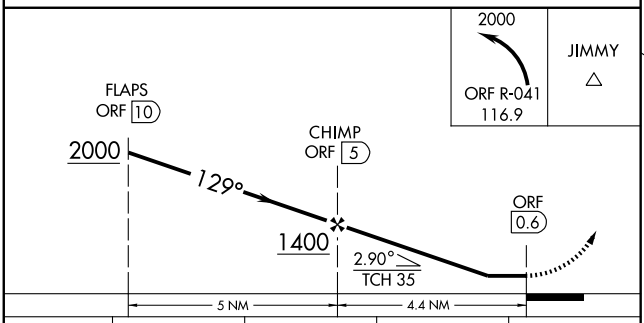
NORFOLK INTL (ORF)

MISSED APPROACH: Climbing left turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

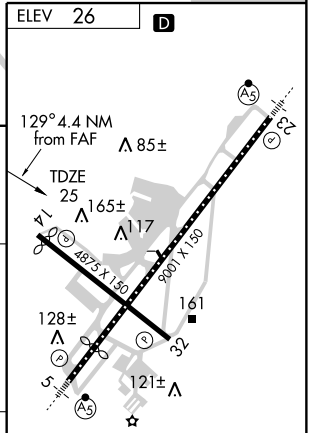
ATIS	NORFOLK APP CON		NORFOLK TOWER		GND CON	CLNC DEL
127.15	118.9	353.7	120.8	257.8	121.9	118.5



RADAR REQUIRED



CATEGORY	A	B	C	D
S-14	440-1	415 (500-1)	440-1¼	415 (500-1¼)
CIRCLING	520-1	494 (500-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)



TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 22 OCT 2009 to 19 NOV 2009

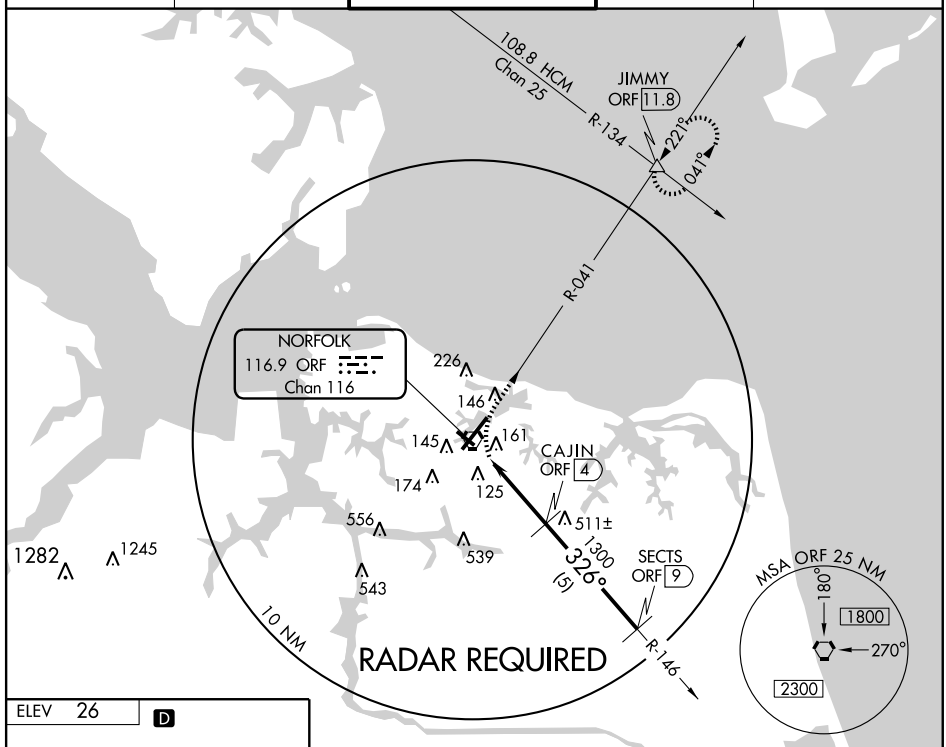
VORTAC ORF 116.9 Chan 116	APP CRS 326°	Rwy Idg 4875 TDZE 25 Apt Elev 26

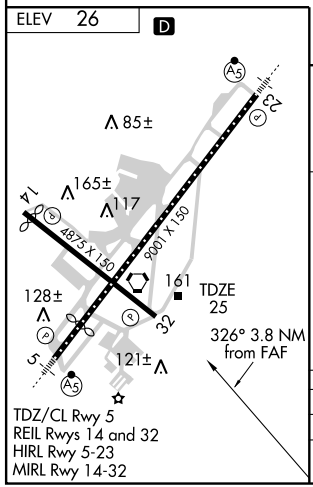
VOR/DME RWY 32

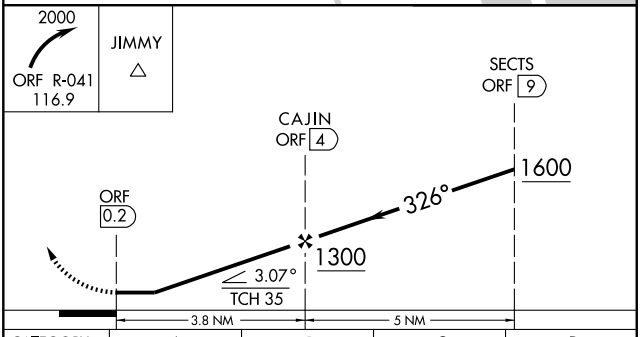
NORFOLK INTL (ORF)

MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-32	440-1 415 (500-1)		440-1¼ 415 (500-1¼)	
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

NORFOLK, VIRGINIA

AL-291 (FAA)

VORTAC ORF	APP CRS	Rwy Idg	9001
116.9	221°	TDZE	26
Chan 116		Apt Elev	26

VOR RWY 23

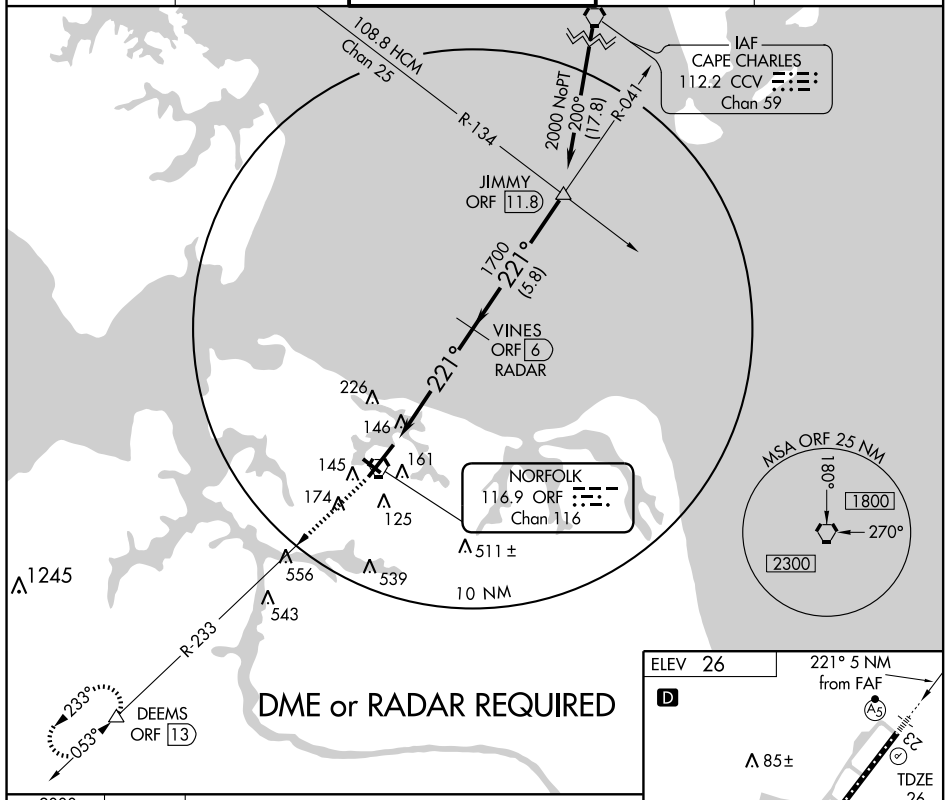
NORFOLK INTL (ORF)

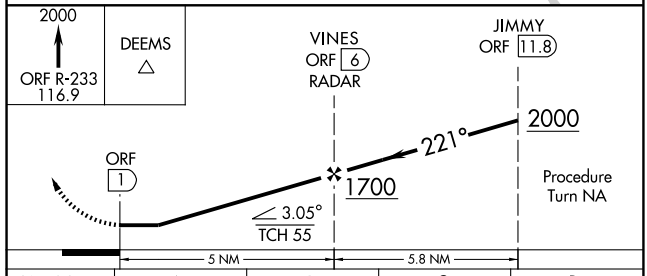
All categories S-23 visibilities increased ¼ mile for inoperative MALSR.

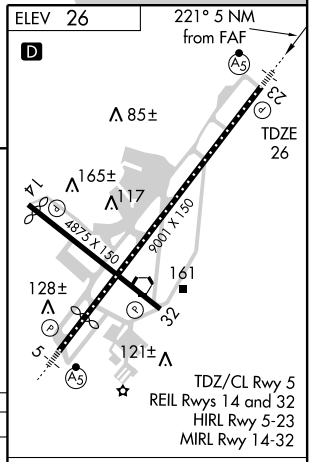
MALSR

MISSED APPROACH: Climb to 2000 via ORF R-233 to DEEMS Int/ORF 13 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





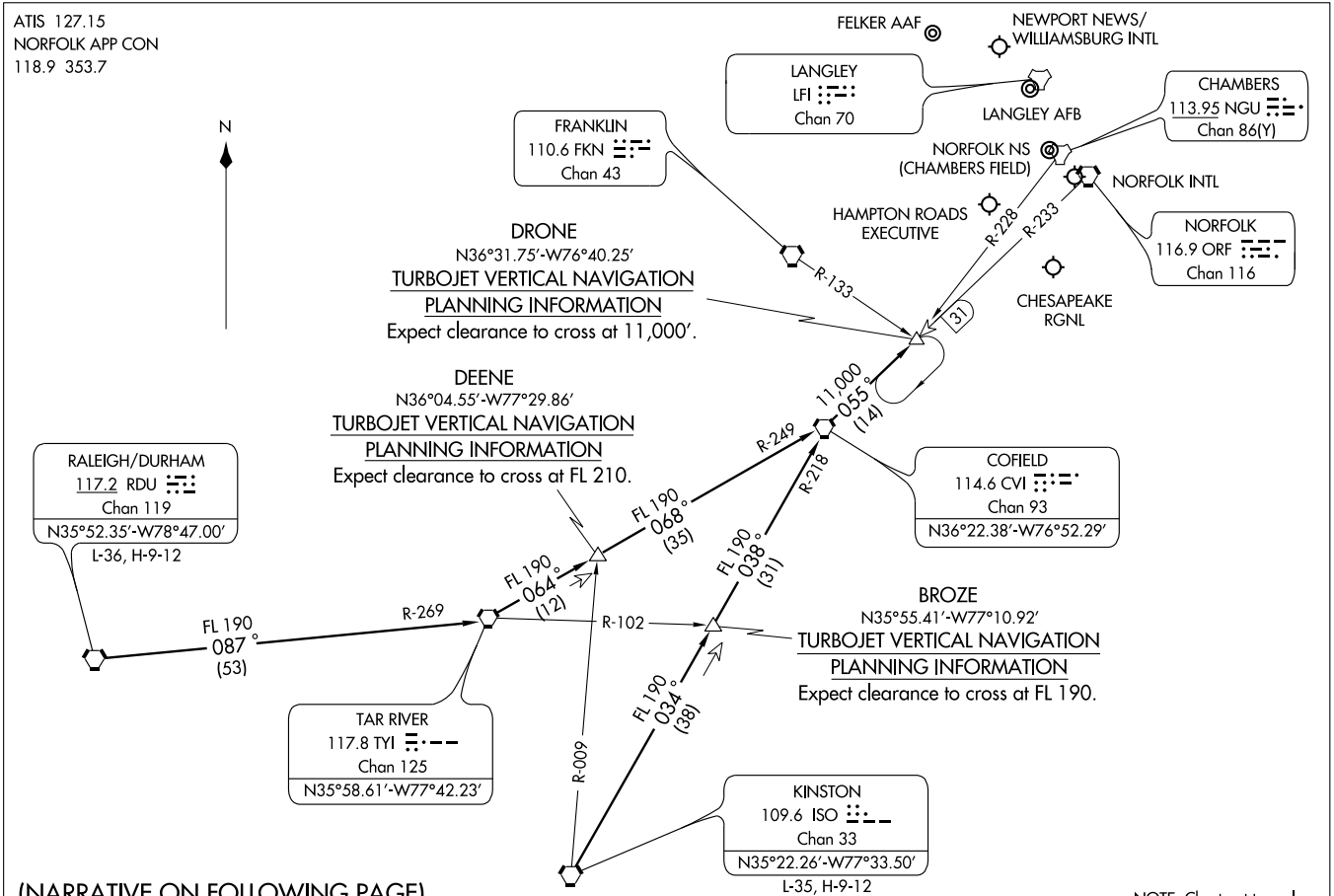


CATEGORY	A	B	C	D
S-23	420- ¾ 394 (400- ¾)			420-1 394 (400-1)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3. 22 OCT 2009 to 19 NOV 2009


ATIS 127.15
NORFOLK APP CON
118.9 353.7
N
FELKER AAF
NEWPORT NEWS/
WILLIAMSBURG INTL
LANGLEY
LFI
Chan 70
LANGLEY AFB
CHAMBERS
113.95 NGU
Chan 86(Y)
FRANKLIN
110.6 FKN
Chan 43
NORFOLK NS
(CHAMBERS FIELD)
NORFOLK INTL
HAMPTON ROADS
EXECUTIVE
NORFOLK
116.9 ORF
Chan 116
CHESAPEAKE
RGNL
DRONE
N36°31.75'-W76°40.25'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at 11,000'.
R-133
R-228
R-233
31
11,000
055°
(14)
DEENE
N36°04.55'-W77°29.86'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 210.
R-249
R-218
FL 190
068°
(35)
FL 190
038°
(31)
COFIELD
114.6 CVI
Chan 93
N36°22.38'-W76°52.29'
RALEIGH/DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'
L-36, H-9-12
FL 190
064°
(12)
FL 190
087°
(53)
R-269
R-102
BROZE
N35°55.41'-W77°10.92'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL 190.
TAR RIVER
117.8 TYI
Chan 125
N35°58.61'-W77°42.23'
R-009
FL 190
034°
(38)
KINSTON
109.6 ISO
Chan 33
N35°22.26'-W77°33.50'
L-35, H-9-12
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DRONE ONE ARRIVAL (DRONE.DRONE1)

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . .

....From over DRONE INT expect radar vectors to final approach course.

NE-3, 22 OCT 2009 to 19 NOV 2009

NDB PVG 241	APP CRS 032°	Rwy Idg 2626 TDZE 21 Apt Elev 23

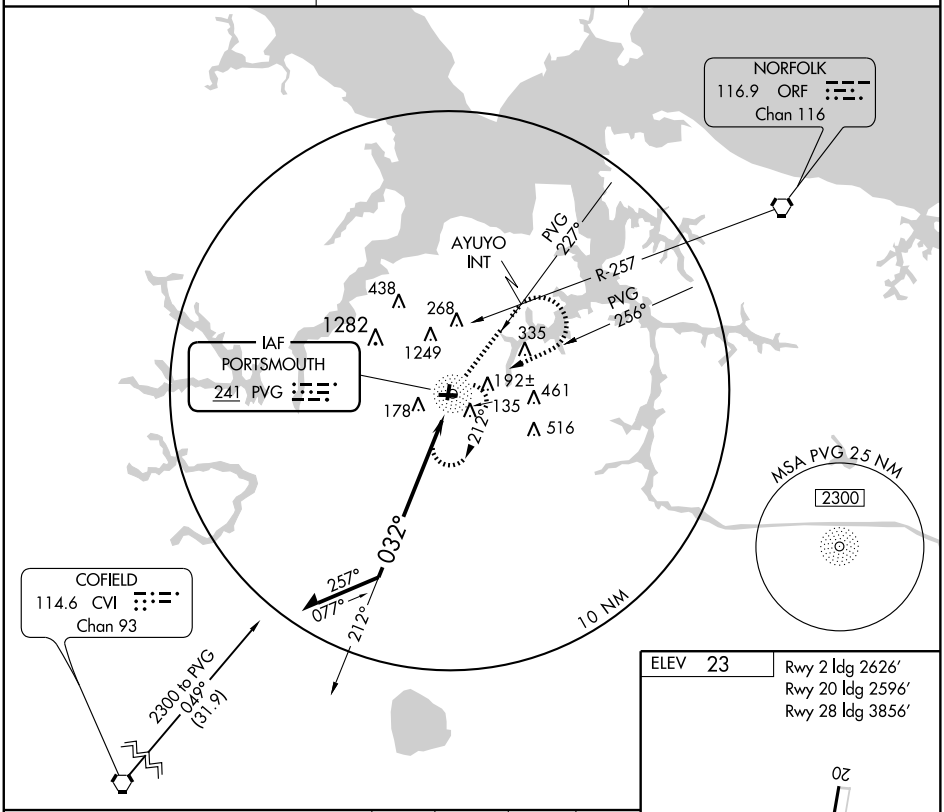
NDB RWY 2

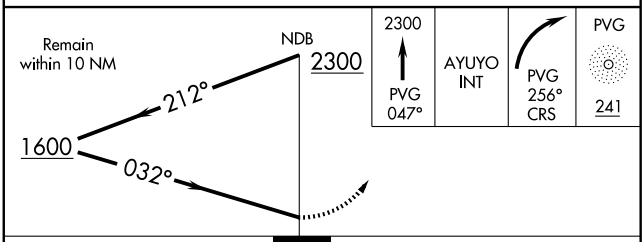
NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

▼ If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet.
▲ NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 via 047° bearing from PVG NDB to AYUYO INT, then right turn via PVG NDB 256° course to PVG NDB and hold.

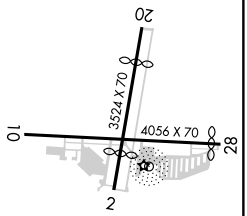
AWOS-3	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-2	580-1	559 (600-1)	NA	
CIRCLING	580-1	557 (600-1)	NA	

ELEV 23
Rwy 2 ldg 2626'
Rwy 20 ldg 2596'
Rwy 28 ldg 3856'



Knots	60	90	120	150	180
Min:Sec					

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4056
102°	TDZE	20
	Apt Elev	23

RNAV (GPS) RWY 10

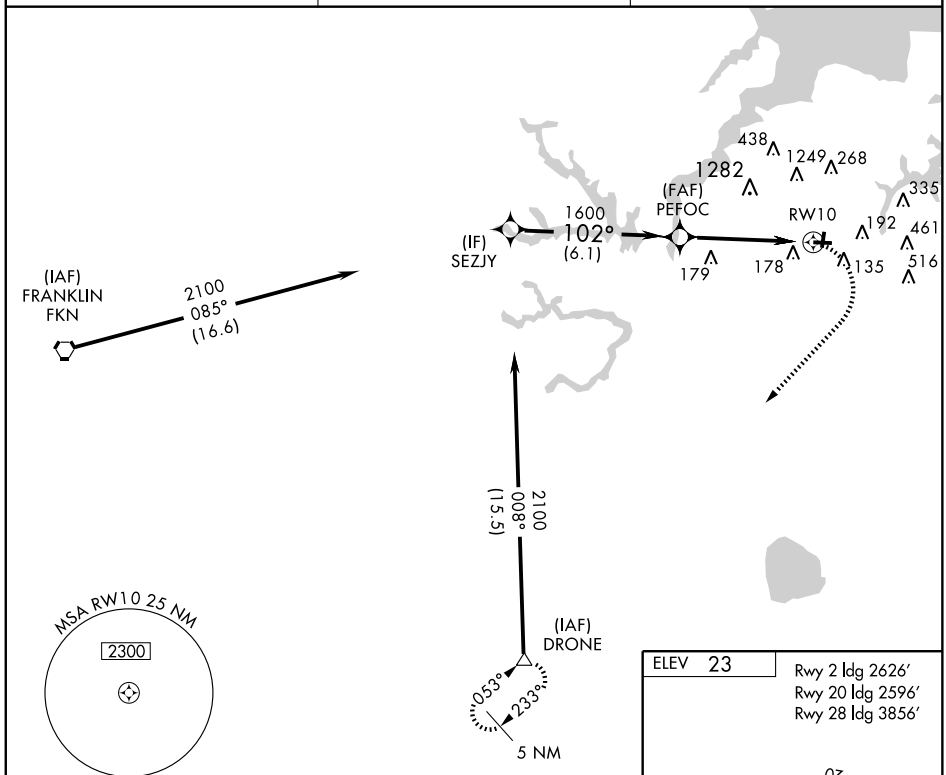
NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

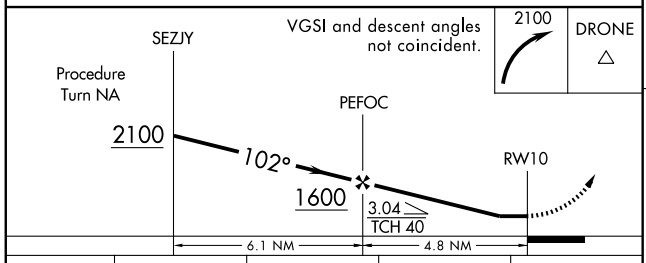
If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

NA

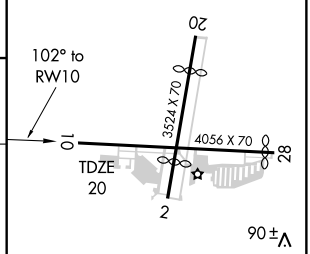
MISSED APPROACH: Climbing right turn to 2100 direct DRONE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	440-1	420 (500-1)	NA	
CIRCLING	500-1	477 (500-1)	NA	



MIRL Rwys 2-20 and 10-28 L

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3856
292°	TDZE	20
	Apt Elev	23

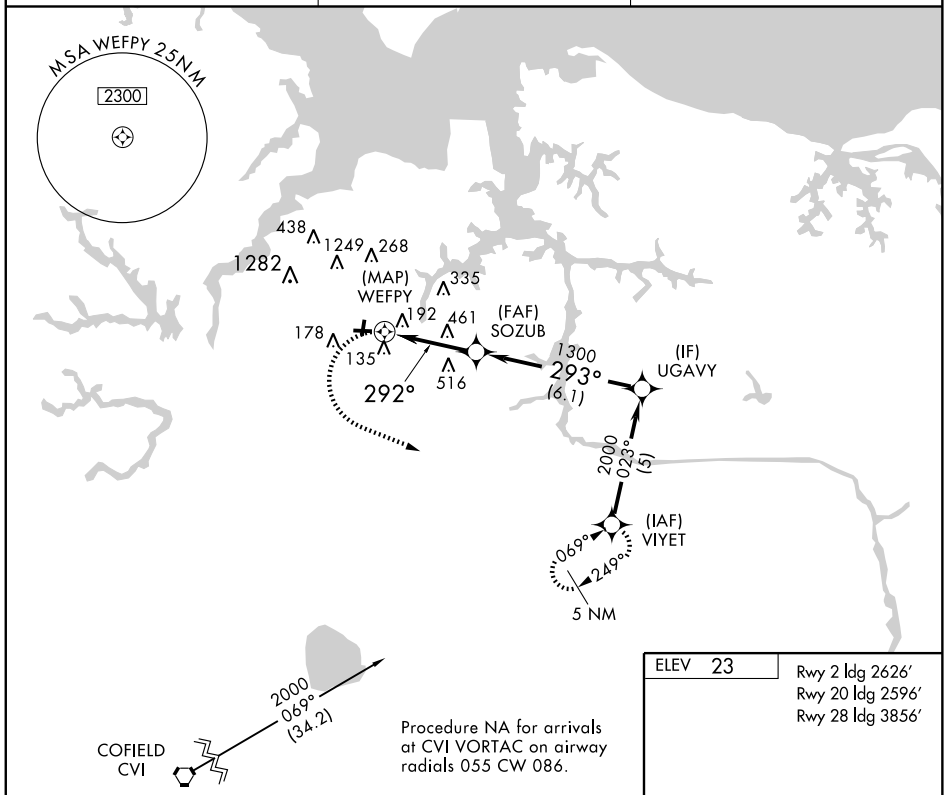
RNAV (GPS) RWY 28

NORFOLK/HAMPTON ROADS EXECUTIVE (PVG)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct VIYET and hold.

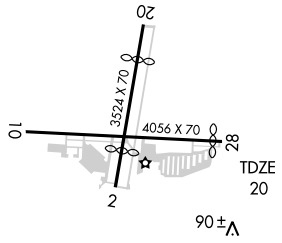
AWOS-3	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	123.0 (CTAF) L



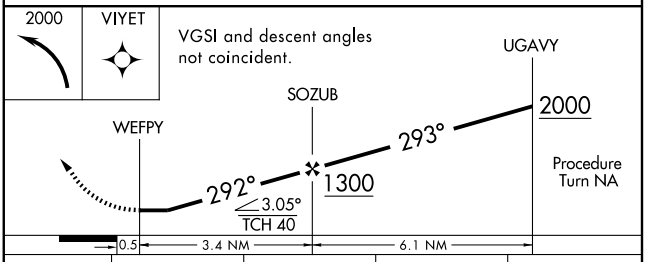
Procedure NA for arrivals at CVI VORTAC on airway radials 055 CW 086.

ELEV 23

Rwy 2 ldg 2626′
Rwy 20 ldg 2596′
Rwy 28 ldg 3856′



MIRL Rwys 2-20 and 10-28 L



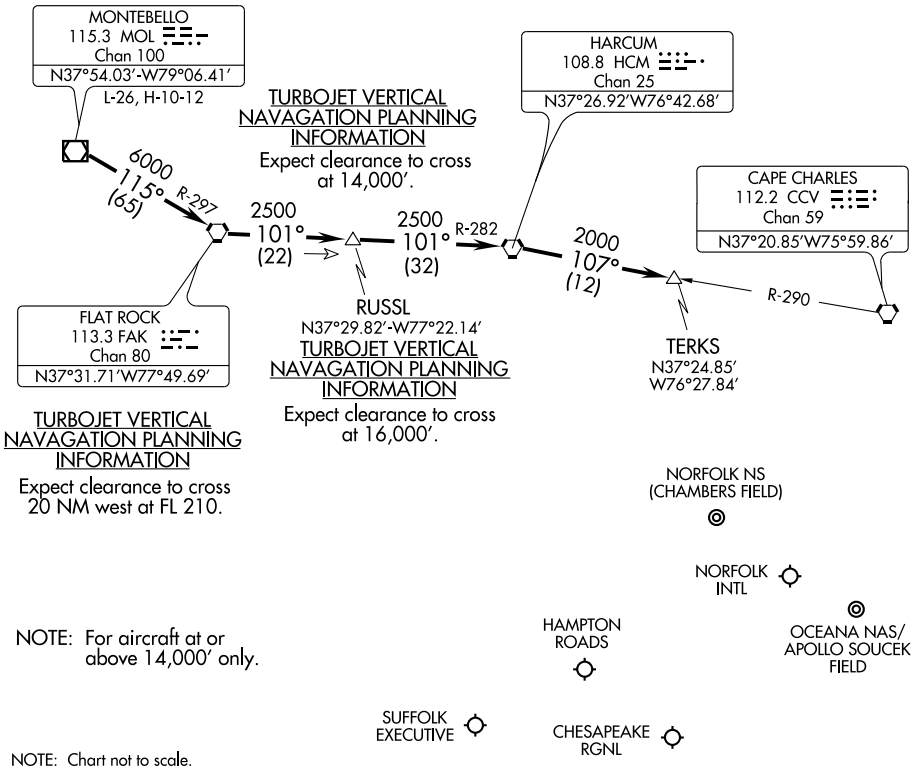
CATEGORY	A	B	C	D
LNAV MDA	820-1 800 (800-1)	820-1¼ 800 (800-1¼)	NA	
CIRCLING	820-1 797 (800-1)	820-1¼ 797 (800-1¼)	NA	

NE-3, 22 OCT 2009 to 19 NOV 2009

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

NE-3, 22 OCT 2009 to 19 NOV 2009

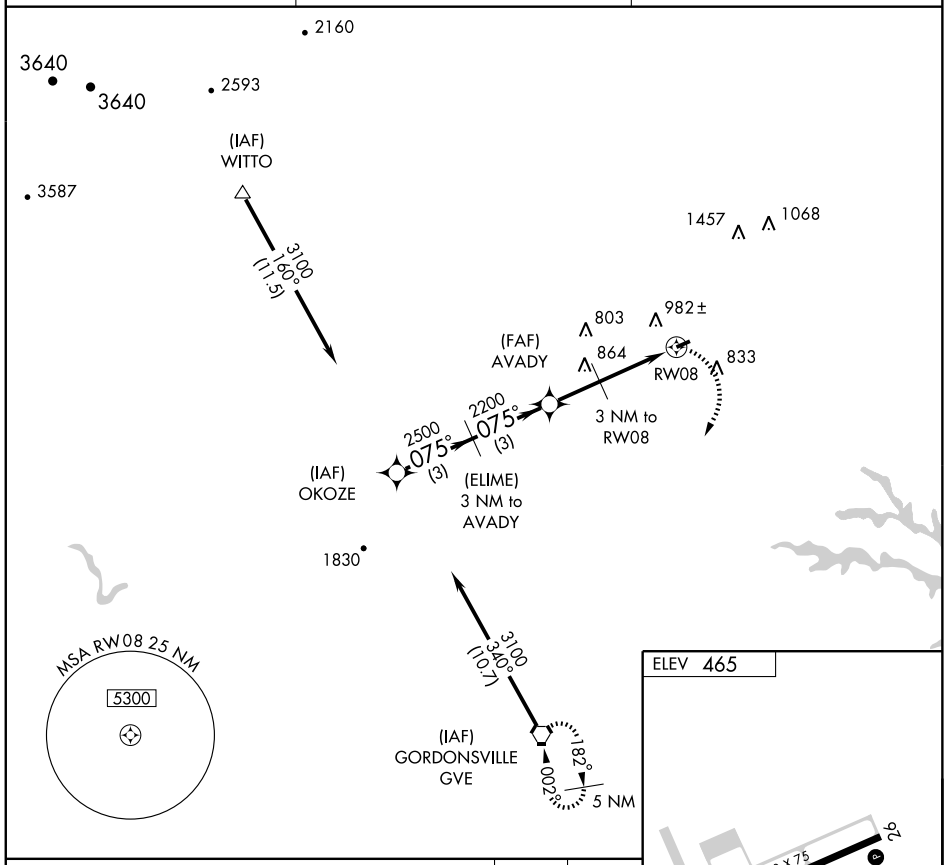
APP CRS	Rwy Idg	3200
075°	TDZE	446
	Apt Elev	465

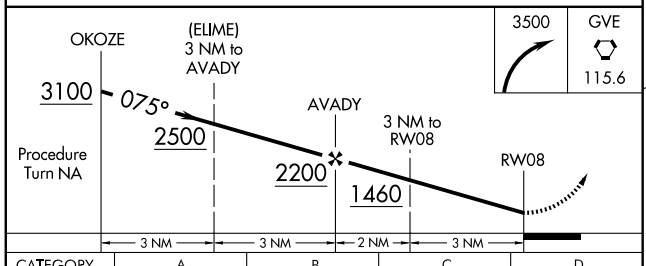
GPS RWY 8
ORANGE COUNTY (OMH)

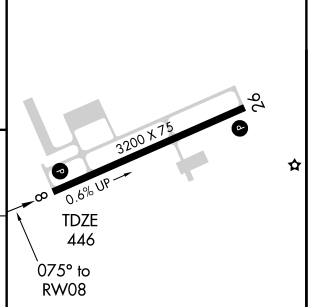
NA

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 257.75	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-8	1120-1 674 (700-1)		NA	
CIRCLING	1360-1¼ 895 (900-1¼)		NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-3, 22 OCT 2009 to 19 NOV 2009

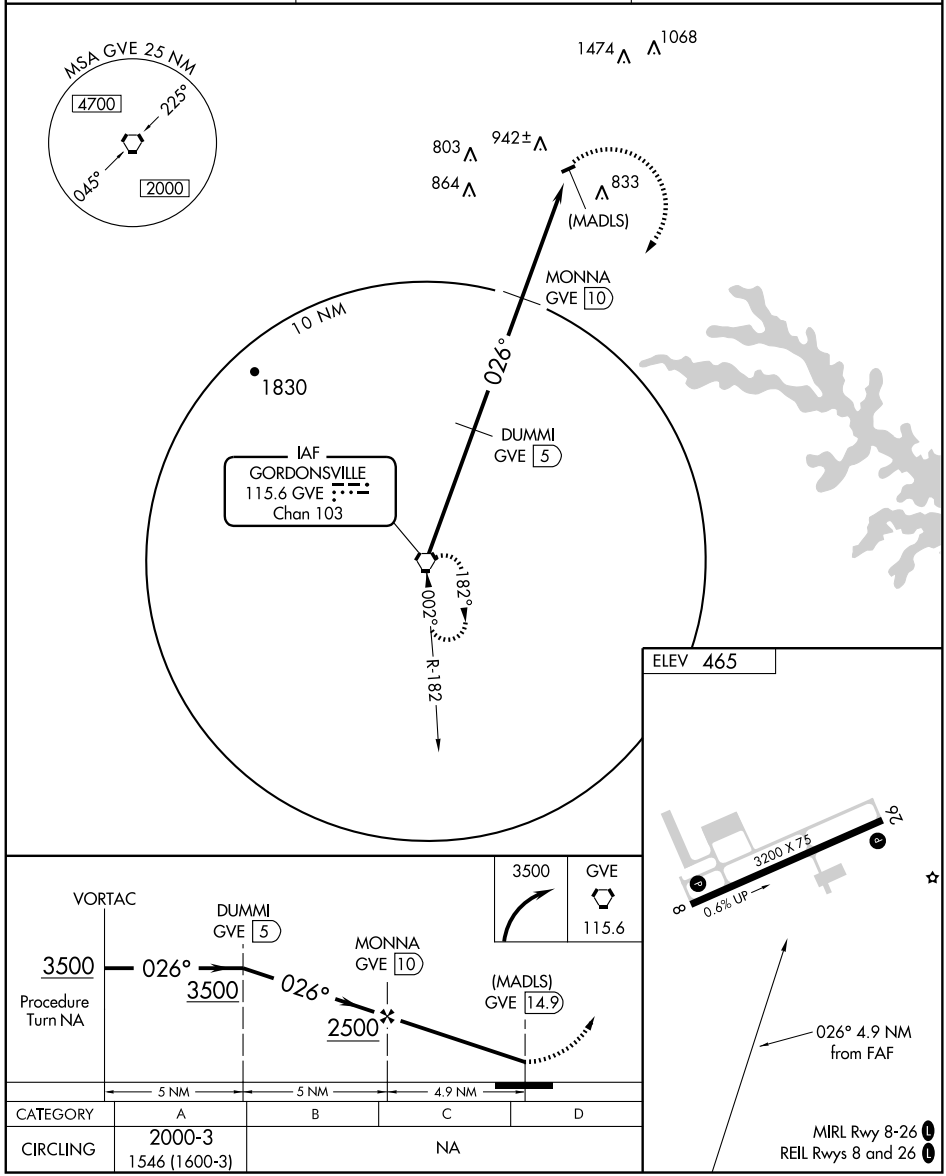
VORTAC GVE 115.6 Chan 103	APP CRS 026°	Rwy Idg N/A TDZE N/A Apt Elev 465

VOR/DME or GPS-A
ORANGE COUNTY (OMH)

NA

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 257.75	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	2000-3 1546 (1600-3)	NA		

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-JLS	APP CRS	Rwy Idg	5002
110.3	051°	TDZE	193
		Apt Elev	193

LOC RWY 5

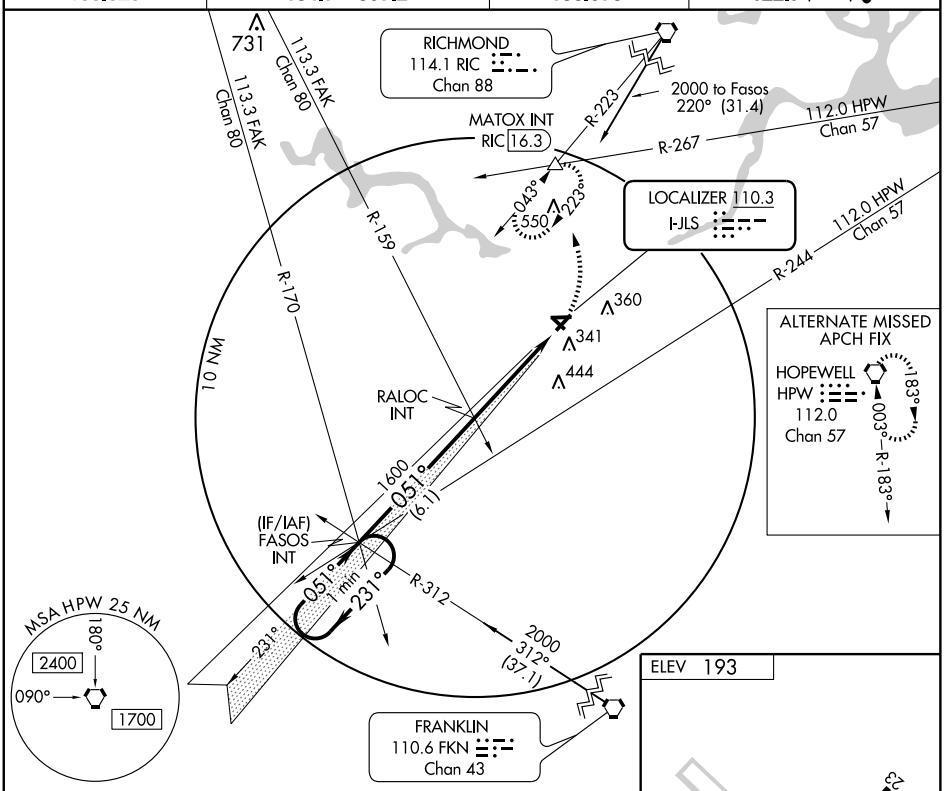
PETERSBURG / DINWIDDIE COUNTY (PTB)

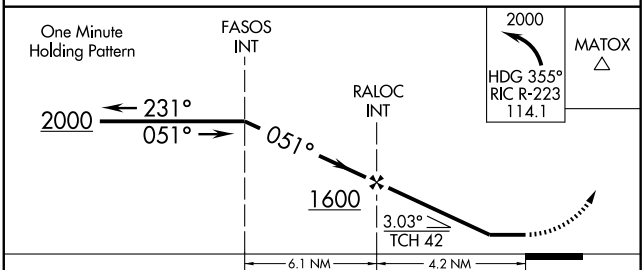
T A NA — Inoperative table does not apply to S-5 Cat C. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDAs 40 feet and Cat C visibility ¼ mile.

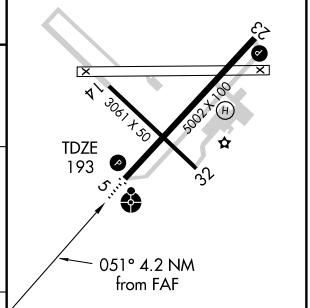
ODALS

MISSED APPROACH: Climbing left turn to 2000 via heading 355° and RIC R-223 to MATOX Int/RIC 16.3 DME and hold.

AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	134.7	307.2	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-5	680-¾ 487 (500-¾)		680-1¼ 487 (500-1¼)	NA
CIRCLING	680-1 487 (500-1)		680-1½ 487 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS CH 70705 W05A	APP CRS 051°	Rwy Idg 5002 TDZE 193 Apt Elev 193

RNAV (GPS) RWY 5

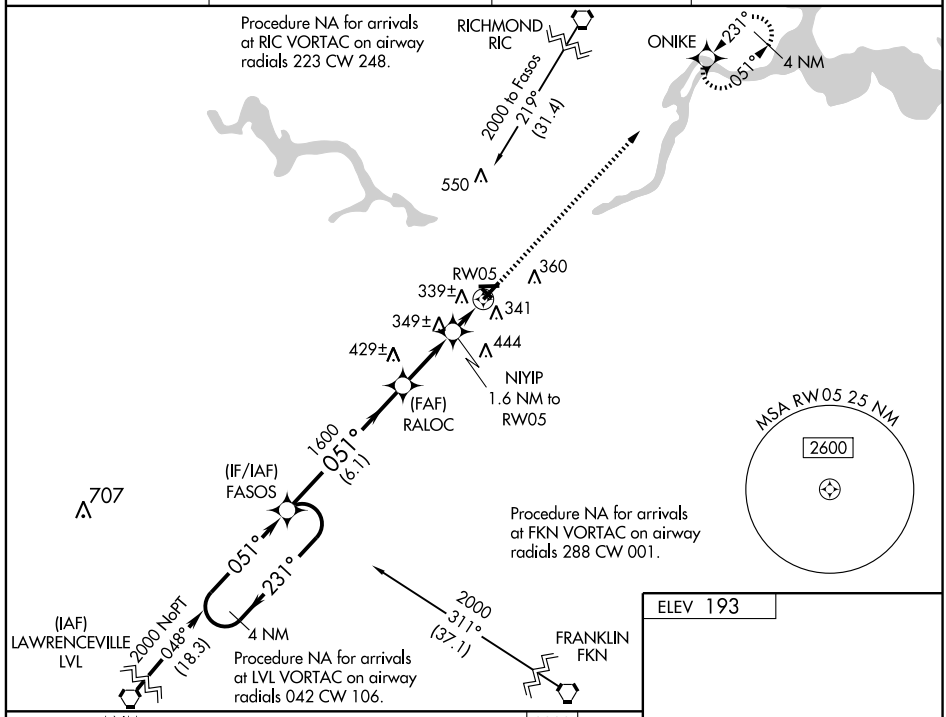
PETERSBURG / DINWIDDIE COUNTY (PTB)

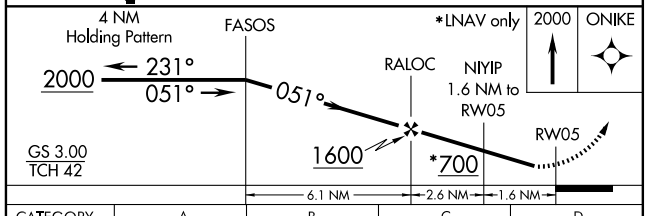
T A Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet, and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Chesterfield County altimeter setting. Visibility reduction by helicopters NA.

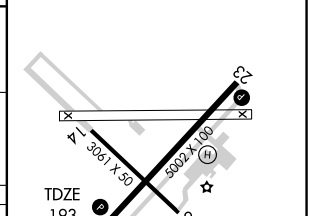
ODALS

MISSED APPROACH: Climb to 2000 direct ONIKE and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	529-1¼	336 (400- 1¼)		NA
LNAV/VNAV DA	620-1½	427 (500-1½)		NA
LNAV MDA	600-¾	407 (500-¾)	600-1¼ 407 (500-1¼)	NA
CIRCLING	660-1	467 (500- 1)	660-1½ 467 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-3. 22 OCT 2009 to 19 NOV 2009

WAAS CH 86706 W23A	APP CRS 231°	Rwy Idg 5002 TDZE 191 Apt Elev 193

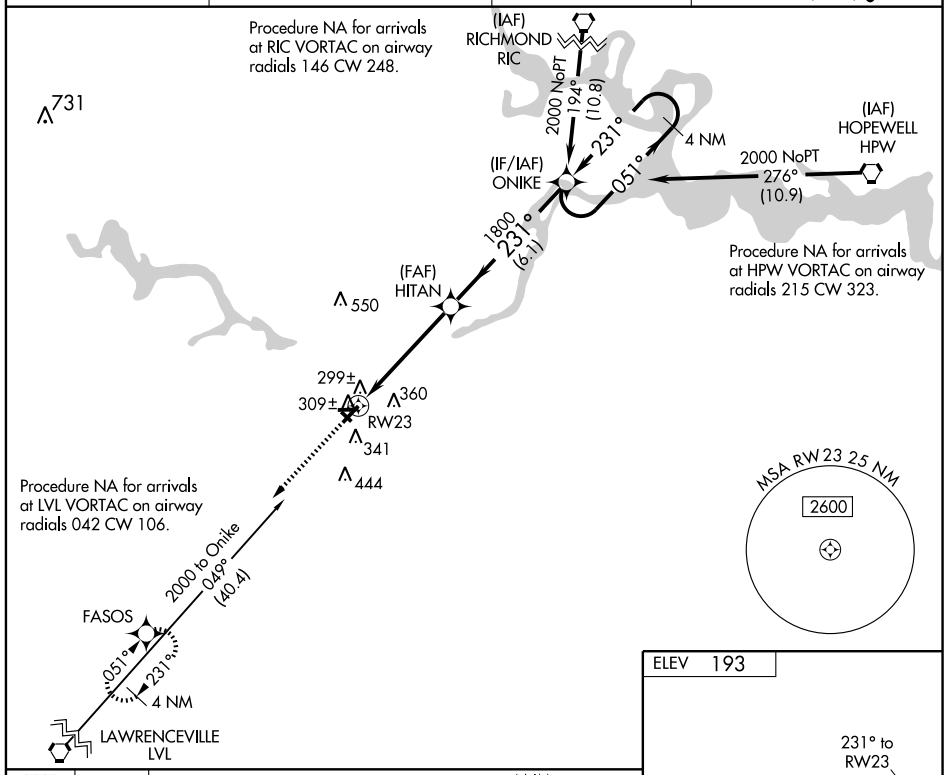
RNAV (GPS) RWY 23

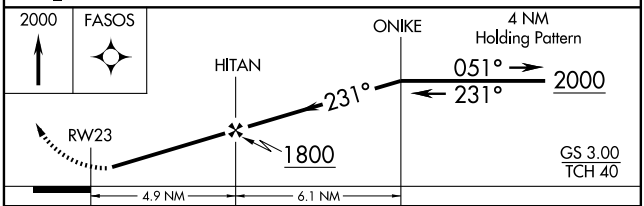
PETERSBURG / DINWIDDIE COUNTY (PTB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet. LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C ¼ mile. Visibility reduction by helicopters NA.

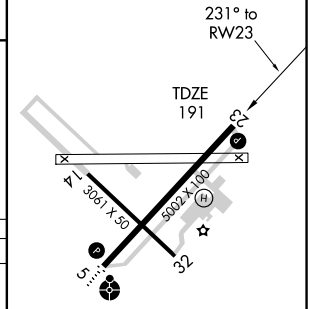
MISSED APPROACH: Climb to 2000 direct FASOS and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	499-1	308 (400- 1)		NA
LNAV/VNAV DA	644-1½	453 (500-1½)		NA
LNAV MDA	560-1	369 (400- 1)		NA
CIRCLING	660-1	467 (500- 1)	660-1½ 467 (500-1½)	NA



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-3. 22 OCT 2009 to 19 NOV 2009

VORTAC HPW 112.0 Chan 57	APP CRS 252°	Rwy Idg 5002 TDZE 192 Apt Elev 193

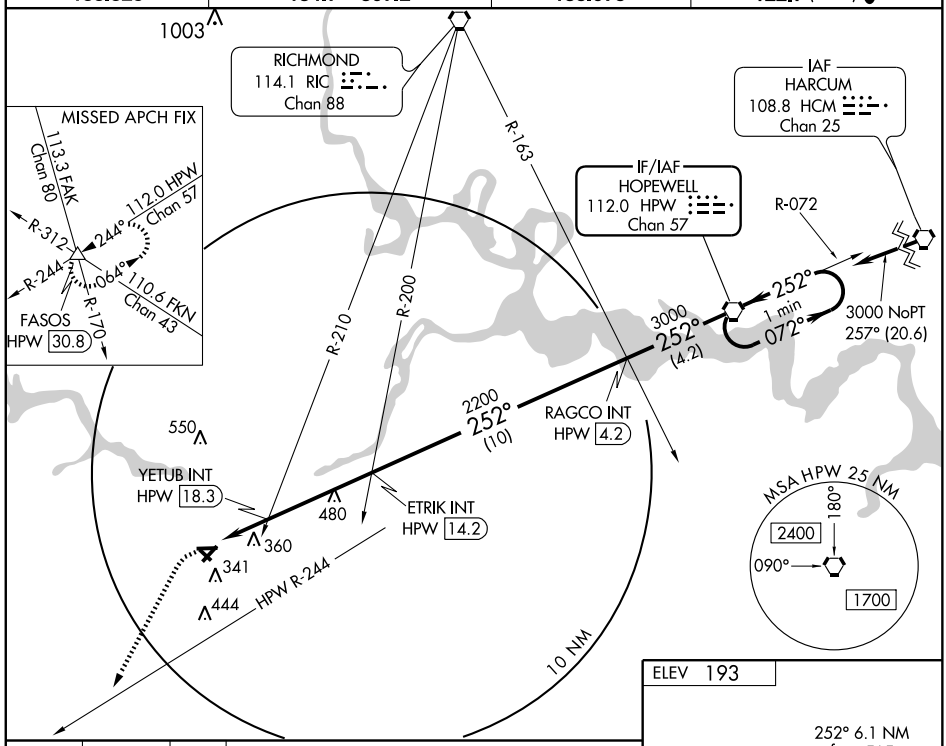
VOR RWY 23

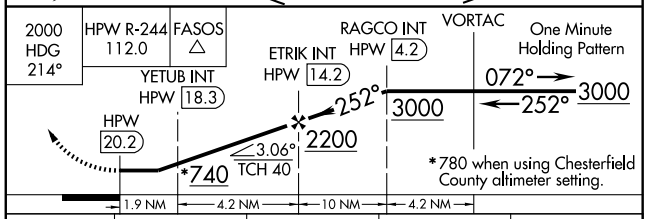
PETERSBURG / DINWIDDIE COUNTY (PTB)

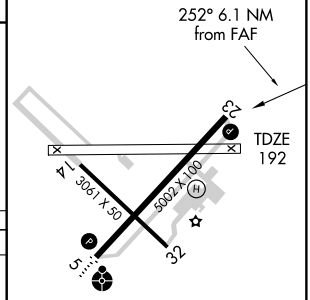
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chesterfield County altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 via heading 214° and HPW R-244 to FASOS INT/HPW 30.8 DME and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	134.7 307.2	135.075	122.7 (CTAF) L







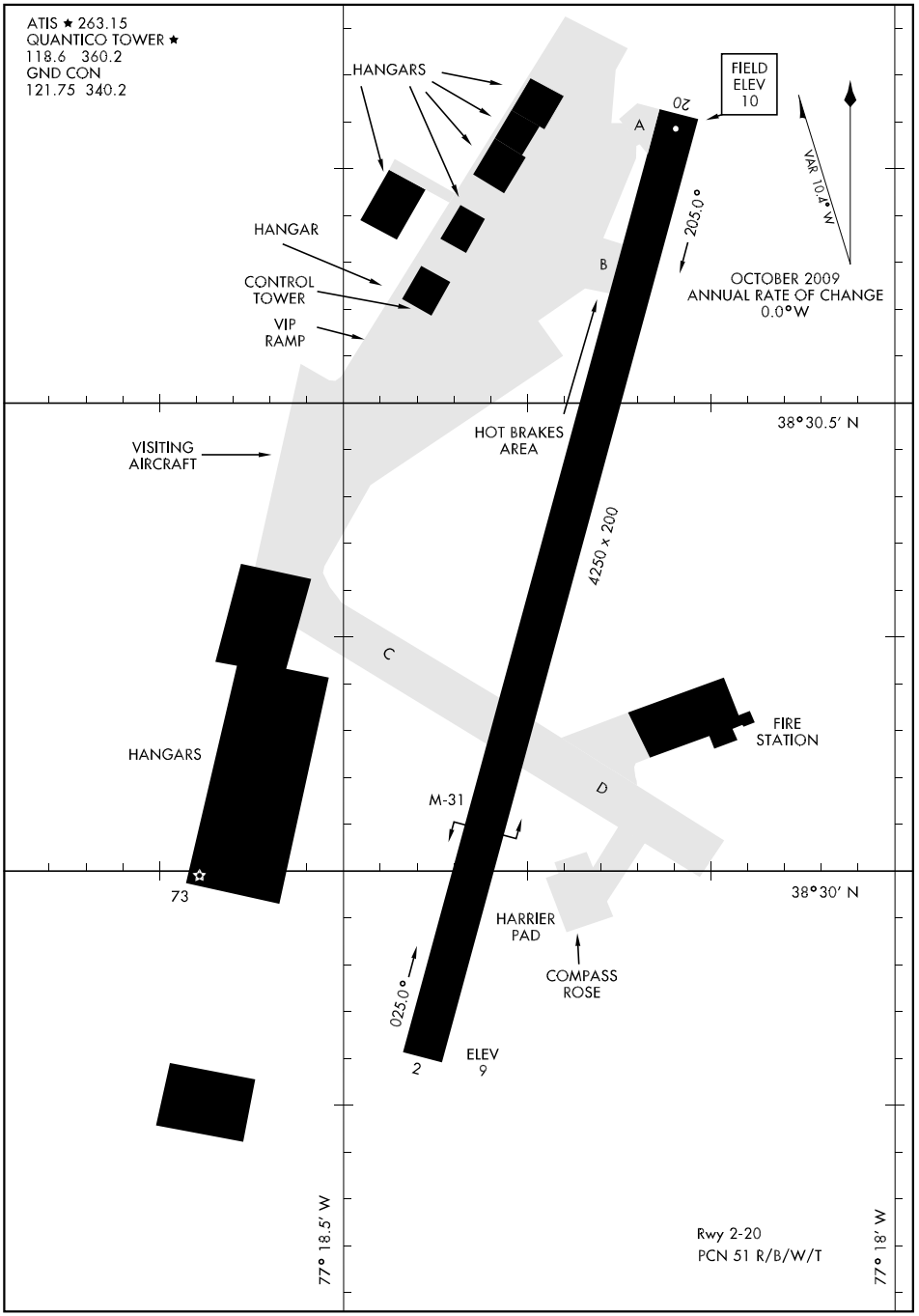
CATEGORY	A	B	C	D
S-23	740-1 548 (600-1)	740-1¼ 548 (600-1¼)	740-1½ 548 (600-1½)	NA
CIRCLING	740-1 547 (600-1)	740-1¼ 547 (600-1¼)	740-1½ 547 (600-1½)	NA
YETUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-23	620-1 428 (500-1)	620-1¼ 428 (500-1¼)	620-1½ 428 (500-1½)	NA
CIRCLING	660-1 467 (500-1)	660-1¼ 467 (500-1¼)	660-1½ 467 (500-1½)	NA

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3, 22 OCT 2009 to 19 NOV 2009



NE-3, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 2

APCH CRS	Rwy ldg	4250
024°	TDZE	10
	Arpt Elev	10

AL-339 [USN] QUANTICO MCAF (TURNER FIELD) (KNYG)

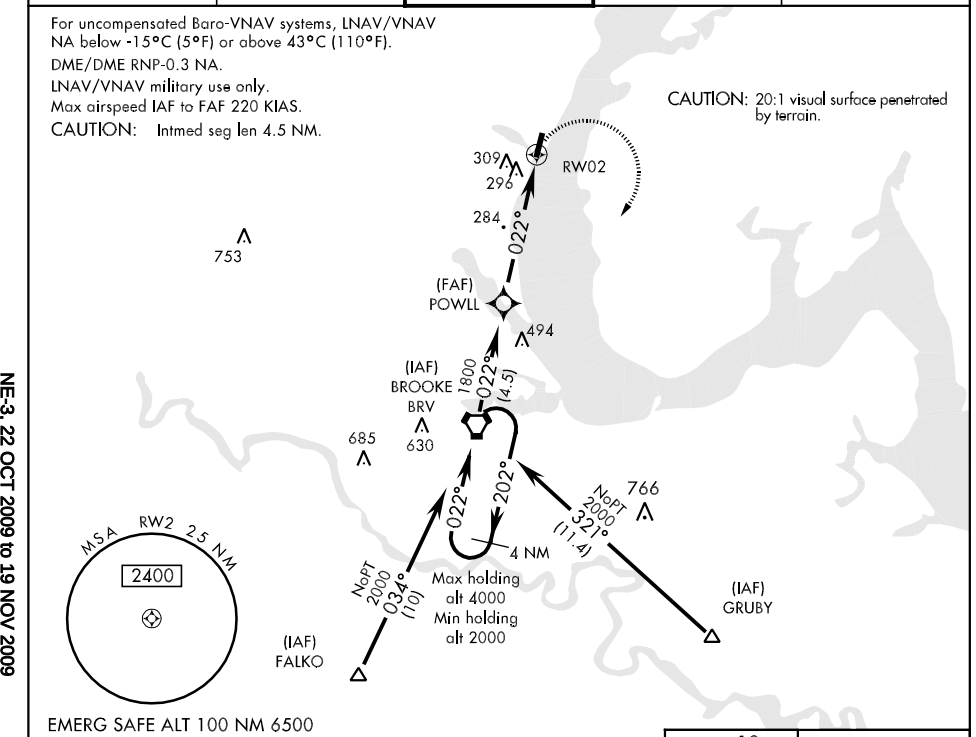
▼ * Circling not authorized W of Rwy 2-20. Procedure NA at night when VGSI inop. Procedure TCH not coincident with PAPI's.

MISSED APPROACH: Climbing right turn direct BRV VORTAC and hold.

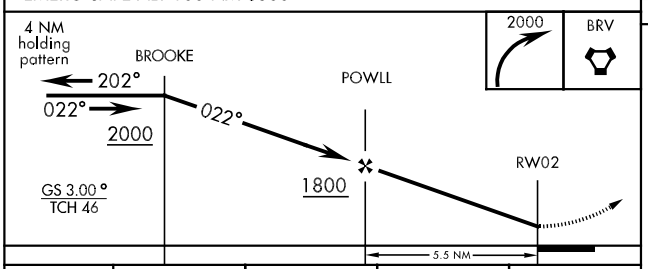
ATIS ★	POTOMAC APP CON	QUANTICO TOWER ★	GND CON	ASR/PAR
263.15	124.65 306.92	118.6 360.2	121.75 340.2	

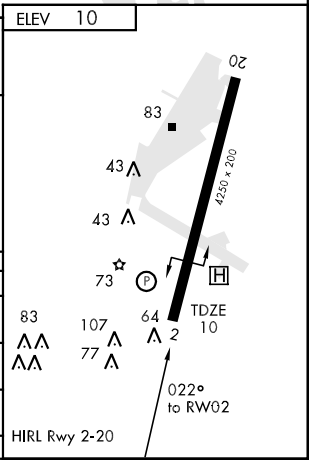
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (110°F).
DME/DME RNP-0.3 NA.
LNAV/VNAV military use only.
Max airspeed IAF to FAF 220 KIAS.
CAUTION: Intmed seg len 4.5 NM.

CAUTION: 20:1 visual surface penetrated by terrain.



EMERG SAFE ALT 100 NM 6500





CATEGORY	A	B	C	D
LNAV/VNAV DA	470-1 ½ 460 (500-1½)			
LNAV MDA	560-1 550 (600-1)		560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)
CIRCLING *	560-1½ 550 (600-1½)			700-2¼ 690 (700-2¼)
S-PAR 2	262-1 252 (300-1) GS 3.0°			

NE-3, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 2

BRV VORTAC	APCH CRS	Rwy Idg	4250
114.5	022°	TDZE	10
Chan 92		Arpt Elev	10

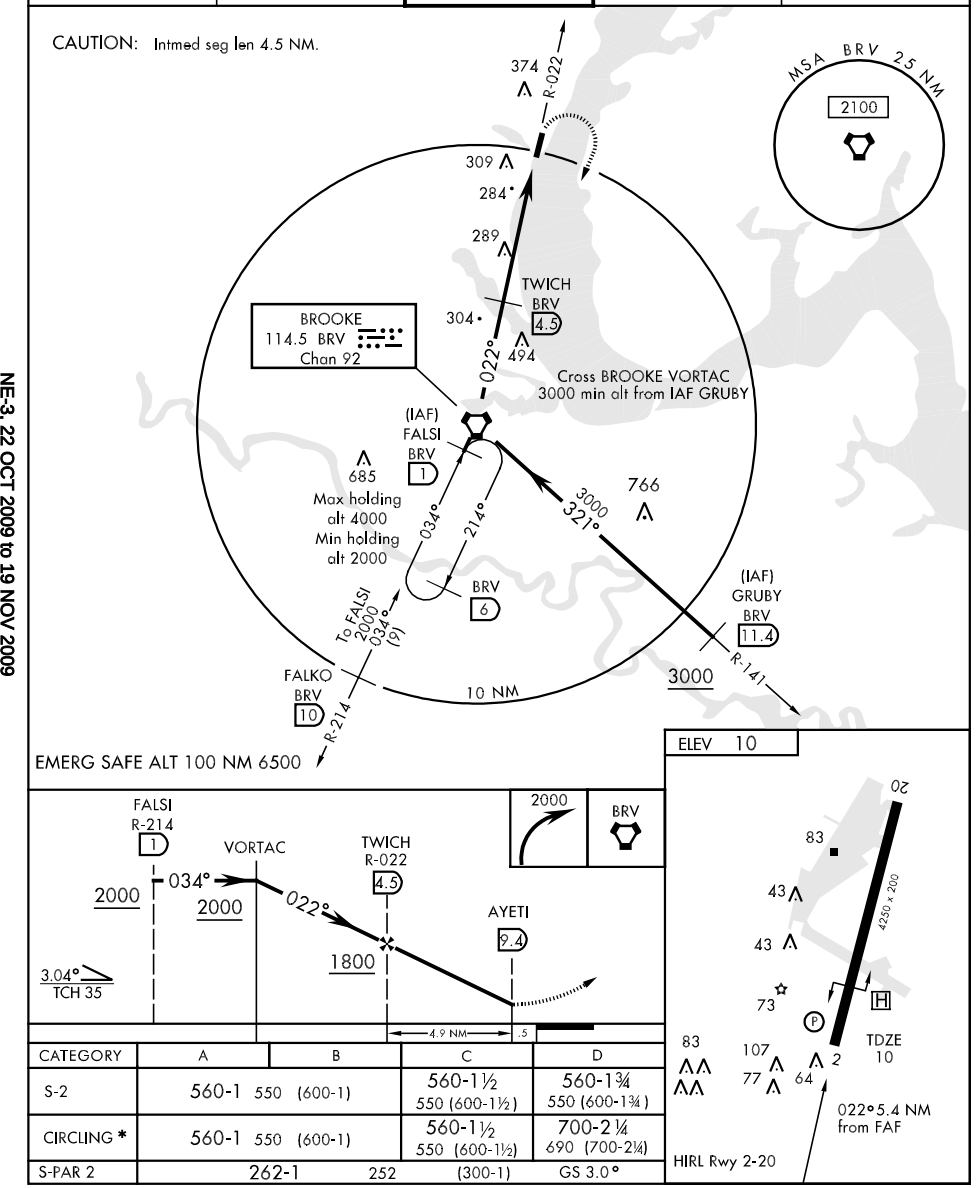
AL-339 [USN] QUANTICO MCAF (TURNER FIELD) (KNYG)

* Circling not authorized W of Rwy 2-20. Procedure NA at night when VGSI inop.

MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via R-214 to FALSI and hold.

ATIS ★	POTOMAC APP CON	QUANTICO TOWER ★	GND CON	ASR/PAR
263.15	124.65 306.92	118.6 360.2	121.75 340.2	

CAUTION: Intmed seg len 4.5 NM.



CATEGORY	A	B	C	D
S-2	560-1 550 (600-1)		560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)
CIRCLING *	560-1 550 (600-1)		560-1½ 550 (600-1½)	700-2¼ 690 (700-2¼)
S-PAR 2	262-1 252	(300-1)	GS 3.0°	

NE-3, 22 OCT 2009 to 19 NOV 2009

QUINTON, VIRGINIA

APP CRS	Rwy Idg	3600
120°	TDZE	123
	Apt Elev	123

AL-6855 (FAA)

RNAV (GPS) RWY 10

QUINTON / NEW KENT COUNTY (W96)

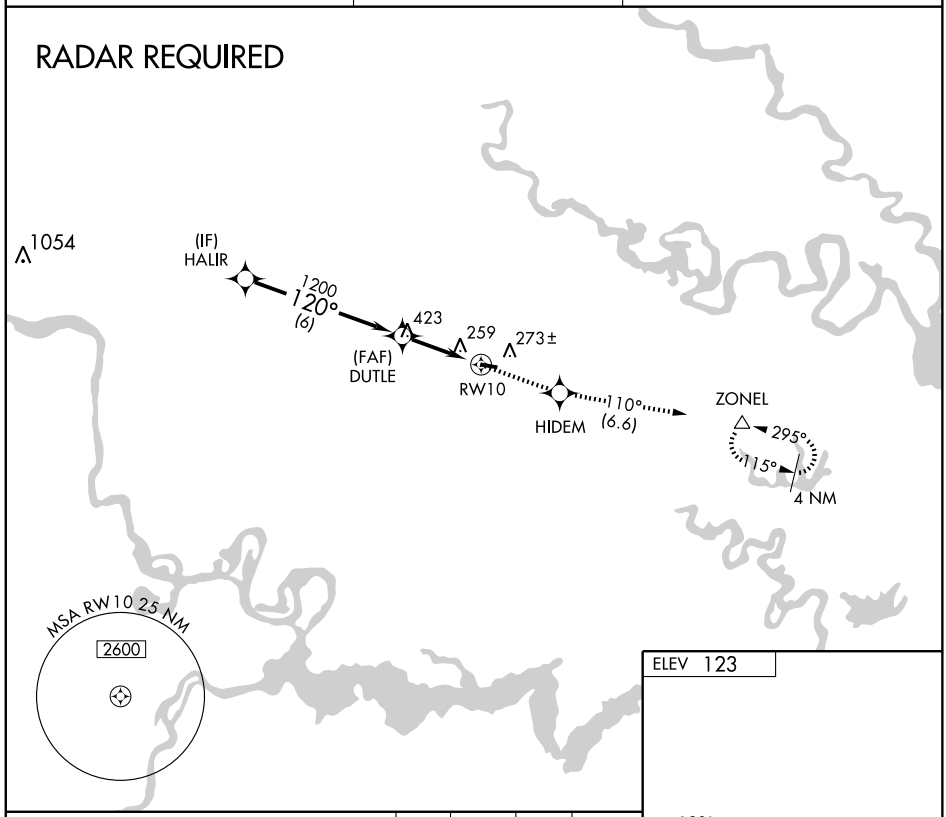
NA

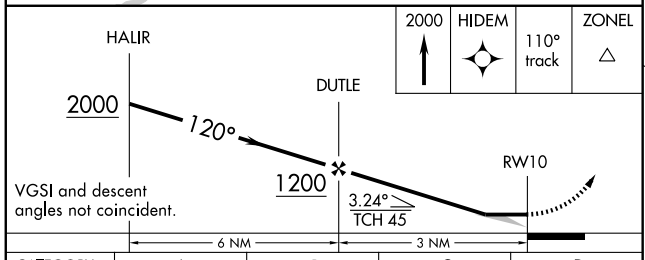
Use Richmond Intl altimeter setting.
DME/DME RNP-0.3 NA.

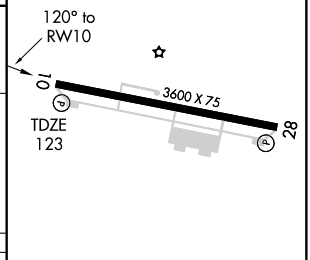
MISSED APPROACH: Climb to 2000 direct HIDEM and via 110° track to ZONEL and hold.

POTOMAC APP CON	GCO	UNICOM
126.4 282.375	135.075	122.8 (CTAF) L

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	560-1 437 (500-1)		560-1¼ 437 (500-1¼)	NA
CIRCLING	600-1 477 (500-1)		600-1½ 477 (500-1½)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3. 22 OCT 2009 to 19 NOV 2009

QUINTON, VIRGINIA

APP CRS	Rwy Idg	3600
290°	TDZE	123
	Apt Elev	123

AL-6855 (FAA)

RNAV (GPS) RWY 28

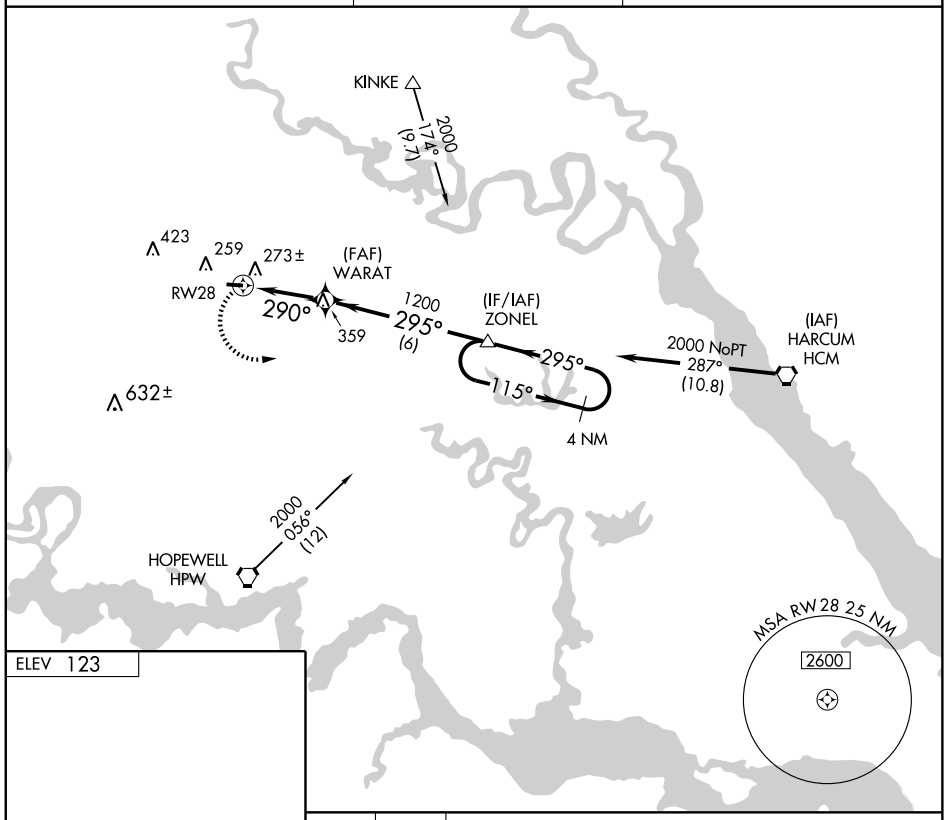
QUINTON / NEW KENT COUNTY (W96)

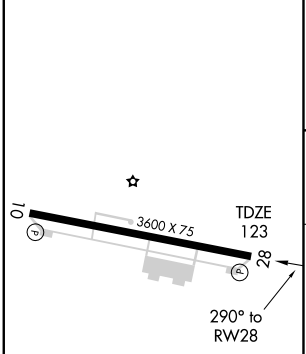
NA

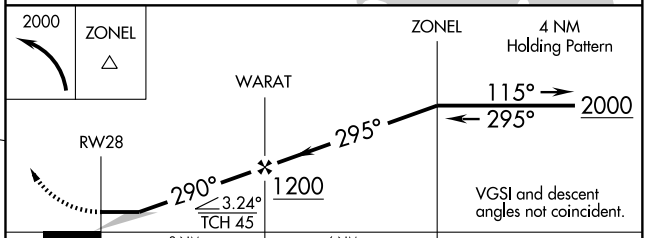
Use Richmond Intl altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct ZONEL and hold.

POTOMAC APP CON	GCO	UNICOM
126.4 282.375	135.075	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 417 (500-1)		540-1¼ 417 (500-1¼)	NA
CIRCLING	600-1 477 (500-1)		600-1½ 477 (500-1½)	NA

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3. 22 OCT 2009 to 19 NOV 2009

QUINTON, VIRGINIA

VORTAC HPW	APP CRS	Rwy Idg	N/A
112.0	003°	TDZE	N/A
Chan 57		Apt Elev	123

AL-6855 (FAA)

VOR-A

QUINTON / NEW KENT COUNTY (W96)

NA

Use Richmond altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

POTOMAC APP CON	GCO	UNICOM
126.4 282.375	135.075	122.8 (CTAF) L

RADAR REQUIRED

RICHMOND
114.1 RIC
Chan 88

1054

10 NM

423

259

273±

R-119

379

IAF
HOPEWELL
112.0 HPW
Chan 57

QUILT INT
HPW 7

1700
(7)
003°

NoPT for arrivals on HPW VORTAC airway radials 178 CW 237.

183°
1 min
003°

R-183

MSA HPW 25 NM
180°
2600
090°
2000

ELEV 123
MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

10
3600 X 75
28

003° 3.4 NM from FAF

2000
HPW
112.0

VORTAC

One Minute Holding Pattern

QUILT INT
HPW 7

HPW
10.4

003°
183°
003°
2000

1700

3.4
7 NM

FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
CIRCLING	660-1 537 (600-1)		660-1½ 537 (600-1½)	NA

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-JFZ	APP CRS	Rwy Idg	4300
109.75	252°	TDZE	2653
Chan 34 (Y)		Apt Elev	2653

LOC/DME RWY 25

RICHLANDS / TAZEWELL COUNTY (JFZ)

Procedure NA at night.
If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

MISSED APPROACH: Climb to 6000 via heading 324° and GZG VOR/DME R-011 to STACY INT/GZG VOR/DME 31 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	GCO	UNICOM
118.075	126.575 257.85	135.075	123.05 (CTAF) L

STACY GZG 31
R-011
011°
191°
110.2 GZG Chan 39

ALTERNATE MISSED APCH FIX
KENYA BLF 16.9
097°
277°
117.4 HVQ R-173 Chan 121
110.0 BLF R-277 Chan 37

IAF BLUEFIELD 110.0 BLF Chan 37
064°
244°
5900
244° (16.5)

10 NM
3404
3250
(IF) NAYIC I-JFZ 16.3
DIKTE I-JFZ 9.1
LATIC I-JFZ 6.3
5500
072°
252° (7.2)
4500
252° (2.8)
3650
4460
4710
2939 ±

LOCALIZER 109.75
I-JFZ
Chan 34 (Y)

3565
MSA GZG 25 NM
5900
148°
238°
7000
4528

ELEV 2653
TDZE 2653
4300 X 75
252° 5.6 NM from FAF

6000
HDG 324°
GZG R-011
STACY GZG 31
I-JFZ 0.7
LATIC I-JFZ 6.3
DIKTE I-JFZ 9.1
NAYIC I-JFZ 16.3
252°
5900
5500
4500
3.05°
TCH 40
Procedure Turn NA
VGSI and descent angles not coincident.
5.6 NM
2.8 NM
7.2 NM

CATEGORY	A	B	C	D
S-25	3200-1	547 (600-1)	NA	
CIRCLING	3240-1	587 (600-1)	NA	

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4300
238°	TDZE	2653
	Apt Elev	2653

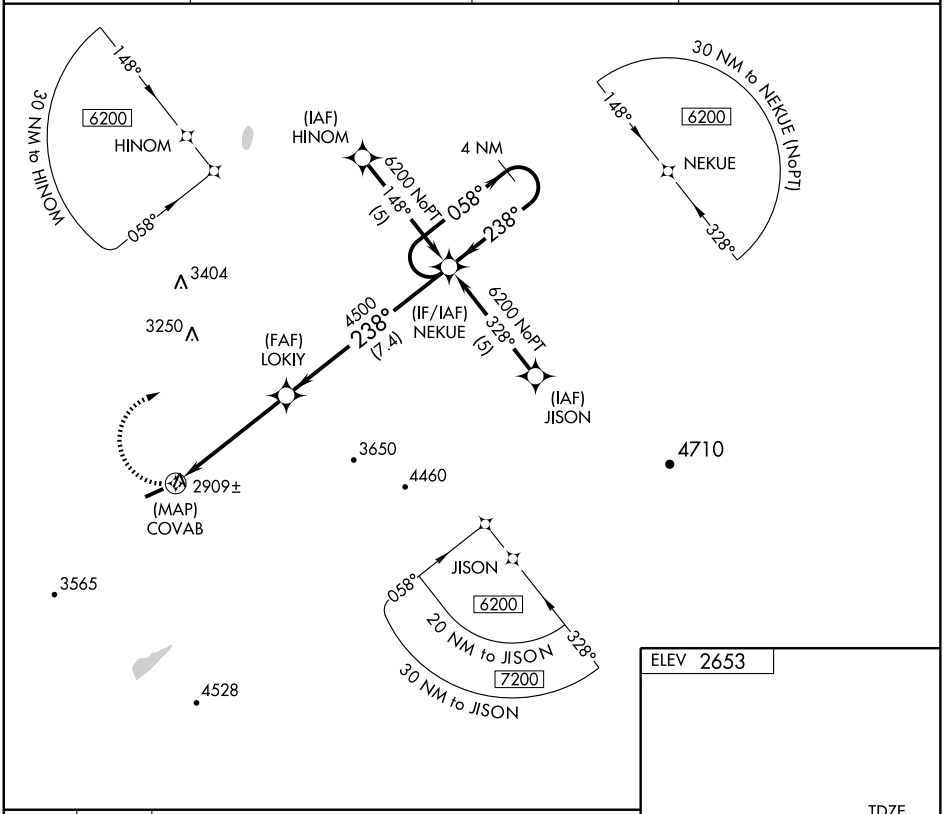
RNAV (GPS) RWY 25

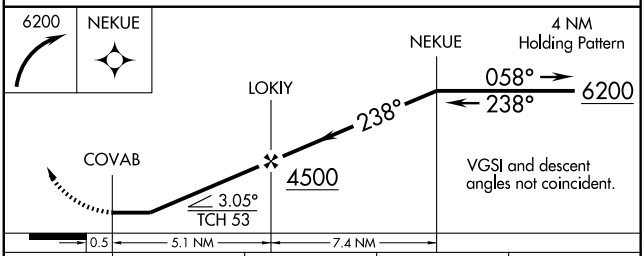
RICHLANDS / TAZEWELL COUNTY (JFZ)

DME/DME RNP-0.3 NA. Procedure NA at night. If local altimeter setting not received, use Lonesome Pine altimeter setting and increase all MDAs 100 ft.

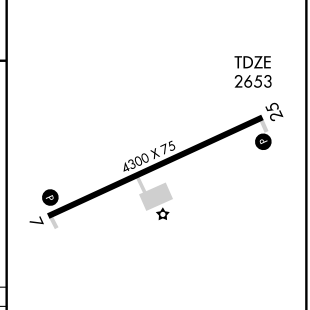
MISSED APPROACH: Climbing right turn to 6200 direct NEKUE and hold, continue climb-in-hold to 6200.

AWOS-3	INDIANAPOLIS CENTER	GCO	UNICOM
118.075	126.575 257.85	135.075	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	3160-1 507 (600-1)		3160-1½ 507 (600-1½)	
CIRCLING	3220-1 567 (600-1)		3220-1½ 567 (600-1½)	3220-2 567 (600-2)



MIRL Rwy 7-25 L

REIL Rwys 7 and 25 L

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-CFU	APP CRS	Rwy Idg	5500
108.3	331°	TDZE	218
Chan 20		Apt Elev	237

ILS or LOC RWY 33

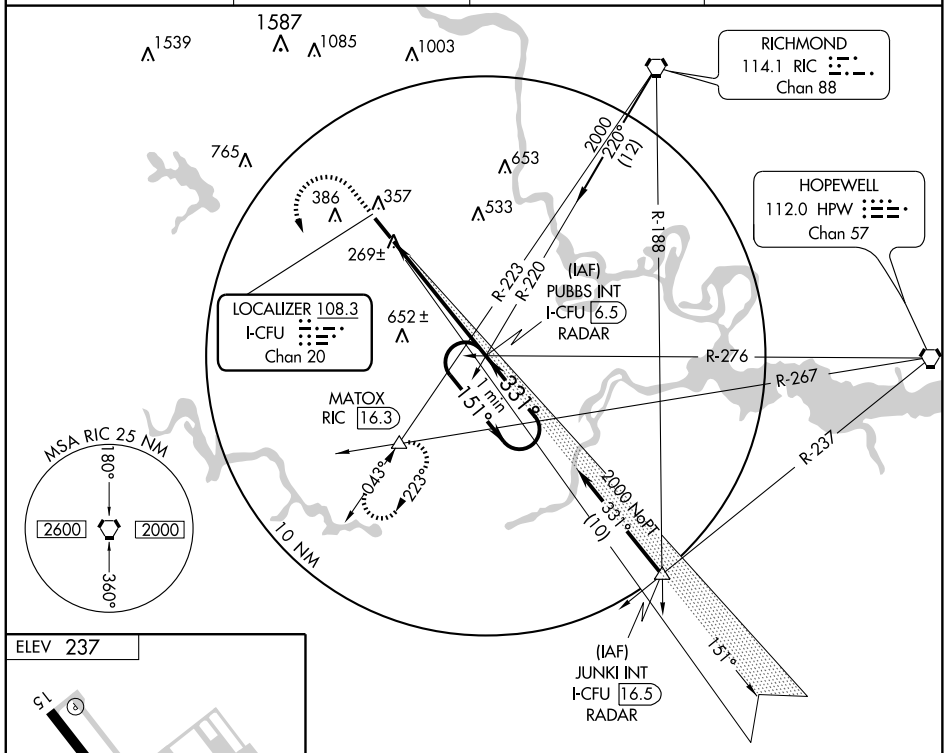
RICHMOND/ CHESTERFIELD COUNTY (FCI)

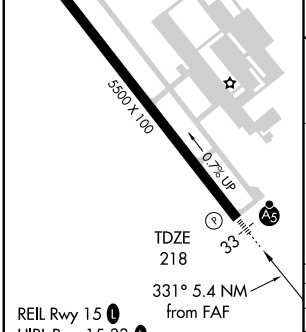
▼ NA — For inoperative MALSR, increase S-LOC 33 visibility Cat D to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Richmond Intl altimeter setting.

MALSR

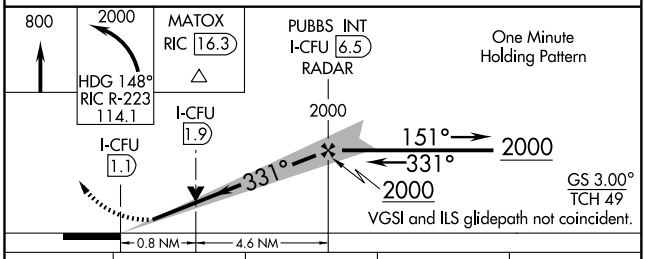
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via heading 148° and RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	134.7 307.2	124.6	123.050 (CTAF) L





REIL Rwy 15 L
HIRL Rwy 15-33 L



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

CATEGORY	A	B	C	D
S-ILS 33	418-½	200 (200-½)		
S-LOC 33	520-½	302 (300-½)		520-¾ 302 (300-¾)
CIRCLING	720-1	483 (500-1)	720-1½ 483 (500-1½)	800-2 563 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5500
151°	TDZE	237
	Apt Elev	237

RNAV (GPS) RWY 15

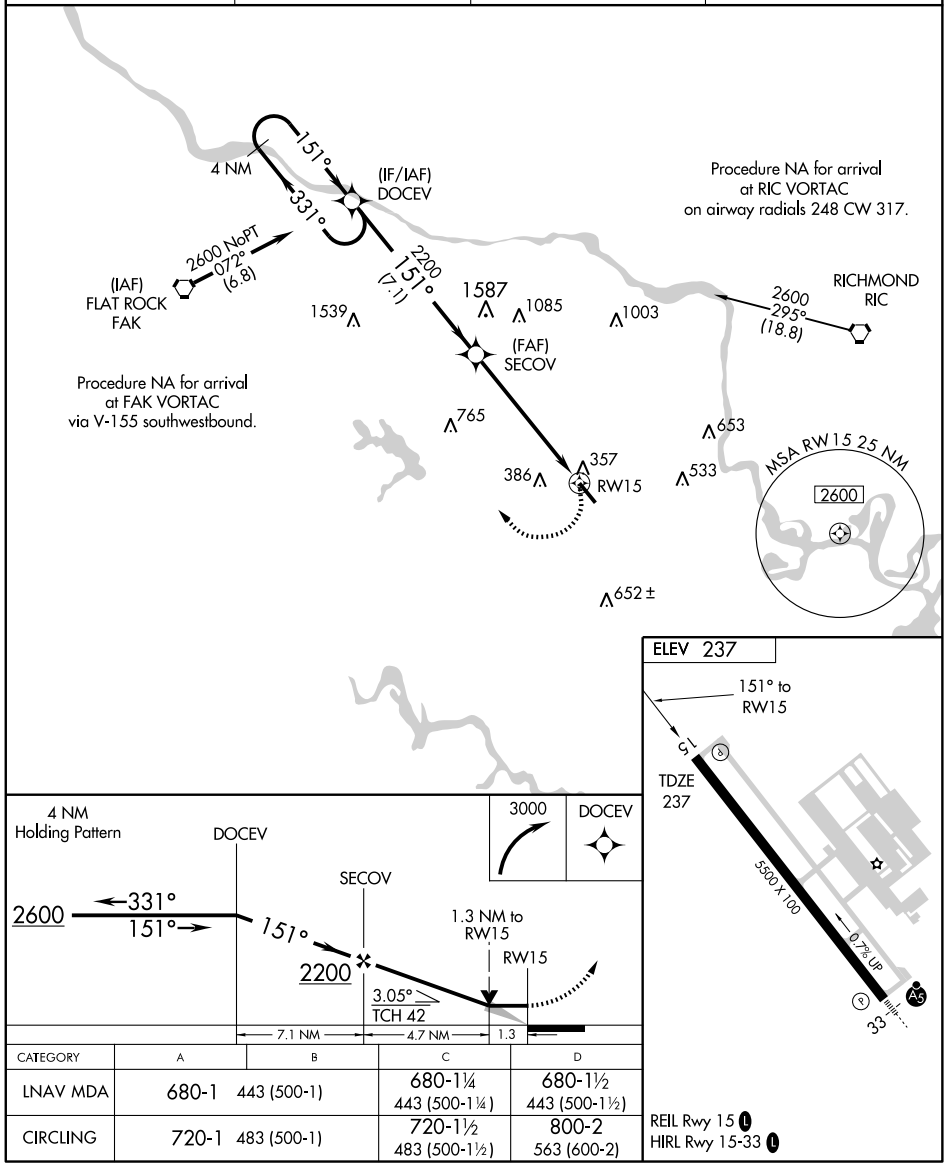
RICHMOND/CHESTERFIELD COUNTY (FCI)

If local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. VDP NA when using Richmond Intl altimeter setting.

NA

MISSED APPROACH: Climbing right turn to 3000 direct DOCEV and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	134.7 307.2	124.6	123.050 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	680-1	443 (500-1)	680-1¼ 443 (500-1¼)	680-1½ 443 (500-1½)
CIRCLING	720-1	483 (500-1)	720-1½ 483 (500-1½)	800-2 563 (600-2)

REIL Rwy 15 L
HIRL Rwy 15-33 L

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5500
CH 56221	331°	TDZE	218
W33A		Apt Elev	237

RNAV (GPS) RWY 33

RICHMOND/ CHESTERFIELD COUNTY (FCI)

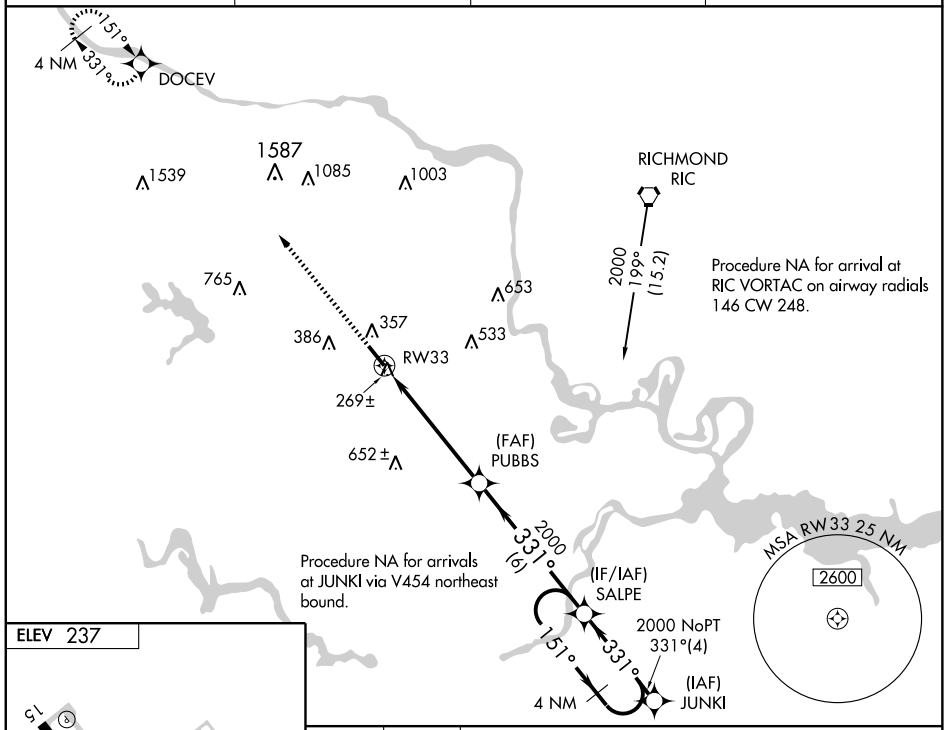
For inoperative MALSR increase LPV all Cats visibility to 1. If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs/ MDAs 40 feet. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

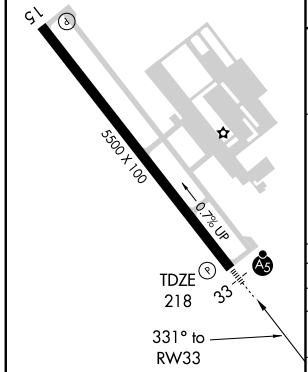
NA

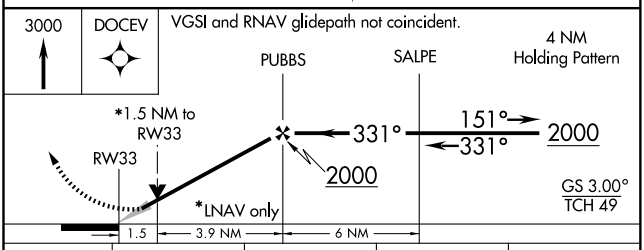
MALSR

MISSED APPROACH: Climb to 3000 direct DOCEV and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	134.7 307.2	124.6	123.050 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	511-½ 293 (300-½)			
LNAV/ VNAV DA	599-1 381 (400-1)			
LNAV MDA	720-½ 502 (500-½)		720-1 502 (500-1)	
CIRCLING	720-1 483 (500-1)		720-1½ 483 (500-1½)	800-2 563 (600-2)

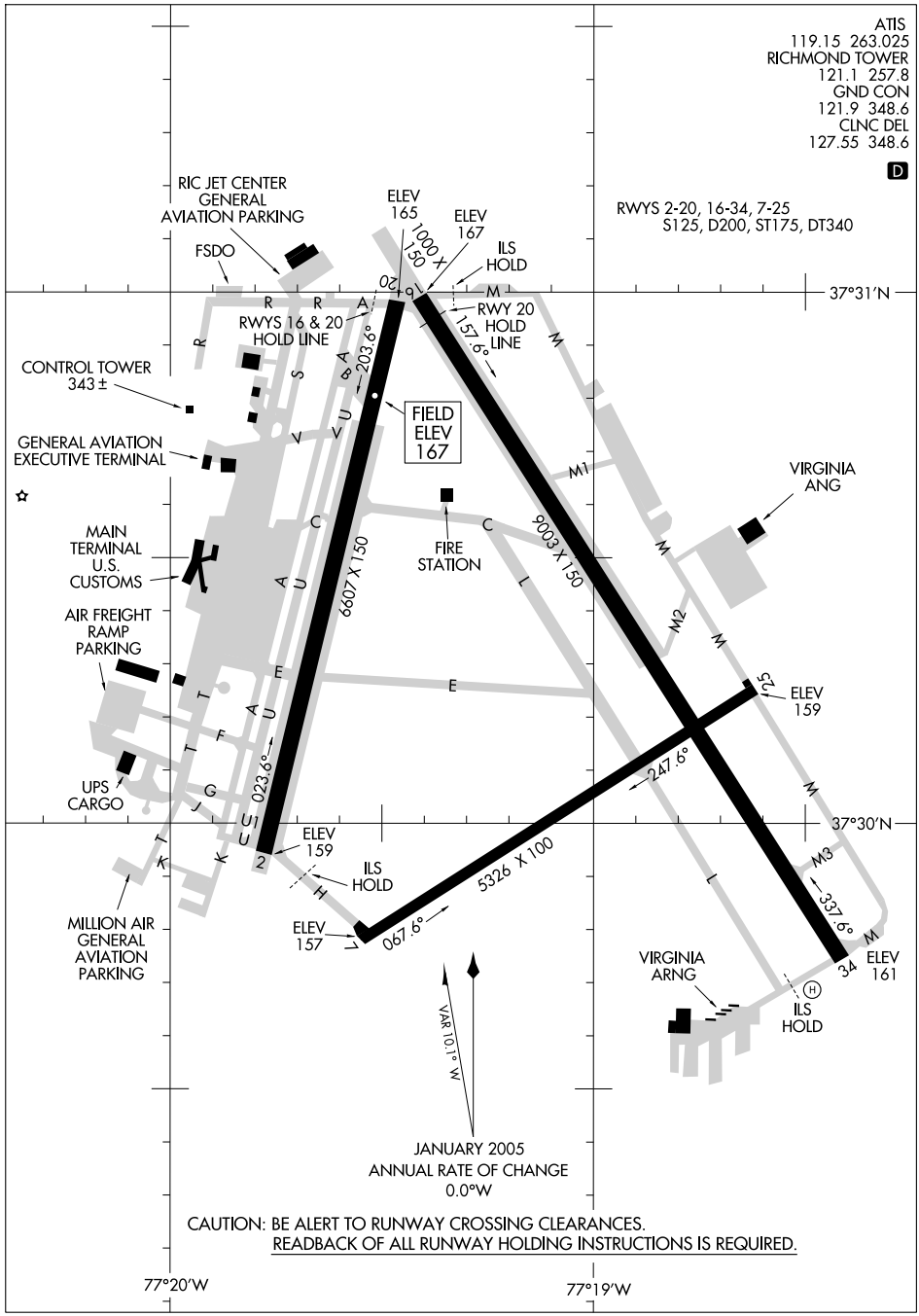
NE-3, 22 OCT 2009 to 19 NOV 2009

09295

AIRPORT DIAGRAM

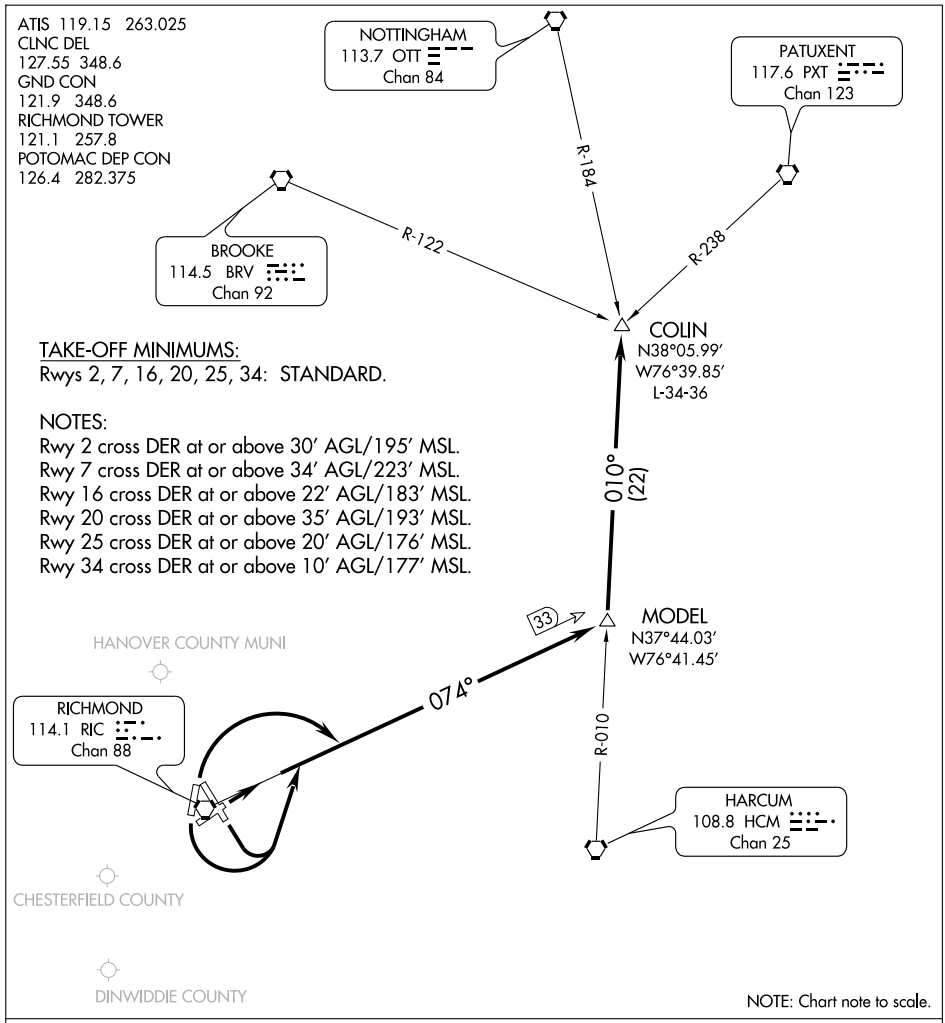
AL-347 (FAA)

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA



NE-3, 22 OCT 2009 to 19 NOV 2009

COLIN FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Climb runway heading or as assigned for radar vectors to intercept RIC R-074 to MODEL INT. Then via HCM R-010 to COLIN INT.

Climb and maintain 3000 feet or as assigned. Expect clearance to filed altitude/ flight level ten minutes after departure.

NE-3, 22 OCT 2009 to 19 NOV 2009

HI-ILS RWY 16

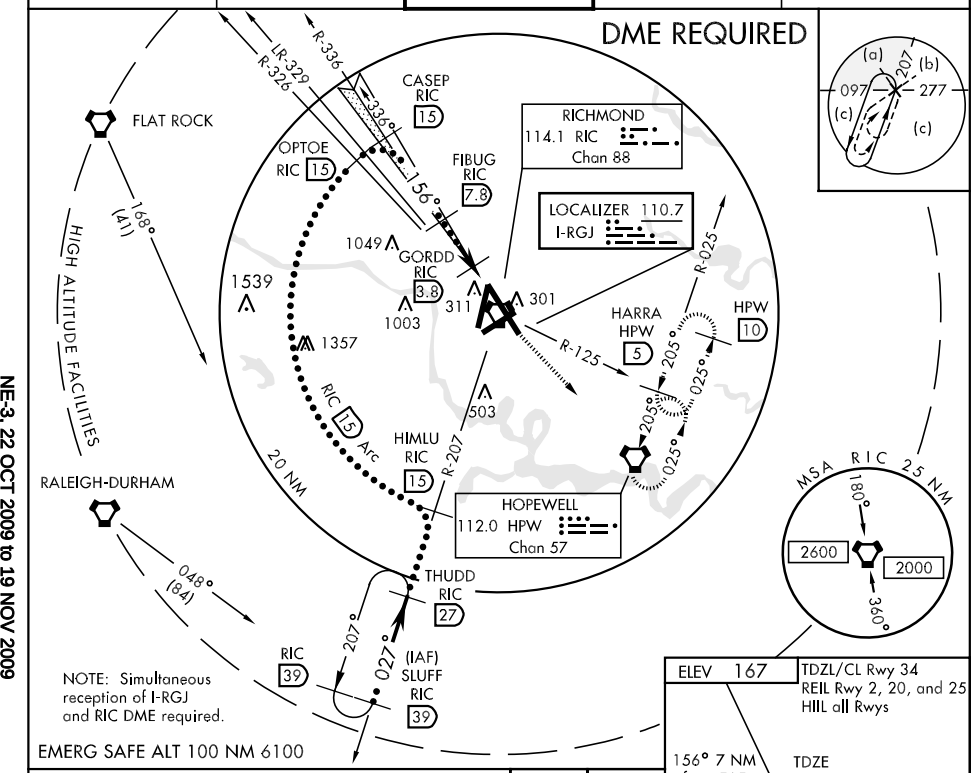
LOC I-RGJ	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-347 [USAF]	RICHMOND INTL (KRIC)
110.7	156°	9003 / 167 / 167		

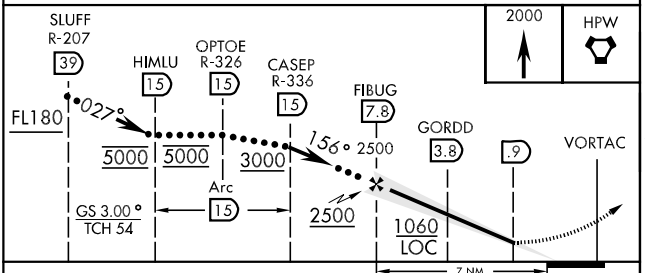
MALSR

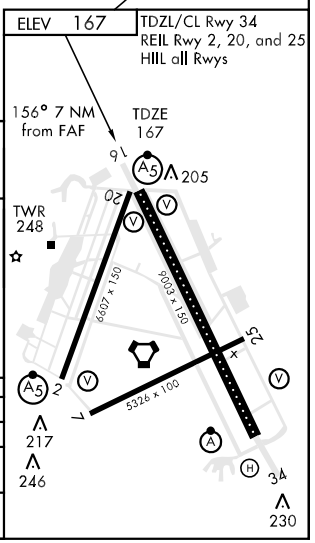
MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold. (TACAN acft climbing left turn to 2000 via RIC R-125 to HARRA 5 DME and hold NE, LT, 205° inbound)

ATIS ★	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55

DME REQUIRED







CATEGORY	C	D	E
S-ILS 16	367/24 200 (200-½)		
S-LOC 16	580/40 413 (500-¾)		580/50 413 (500-1)
CIRCLING	660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

HI-TACAN RWY 16

TACAN	RIC
Chan	88

APCH CRS
171°

Rwy Idg	9003
TDZE	167
Arpt Elev	167

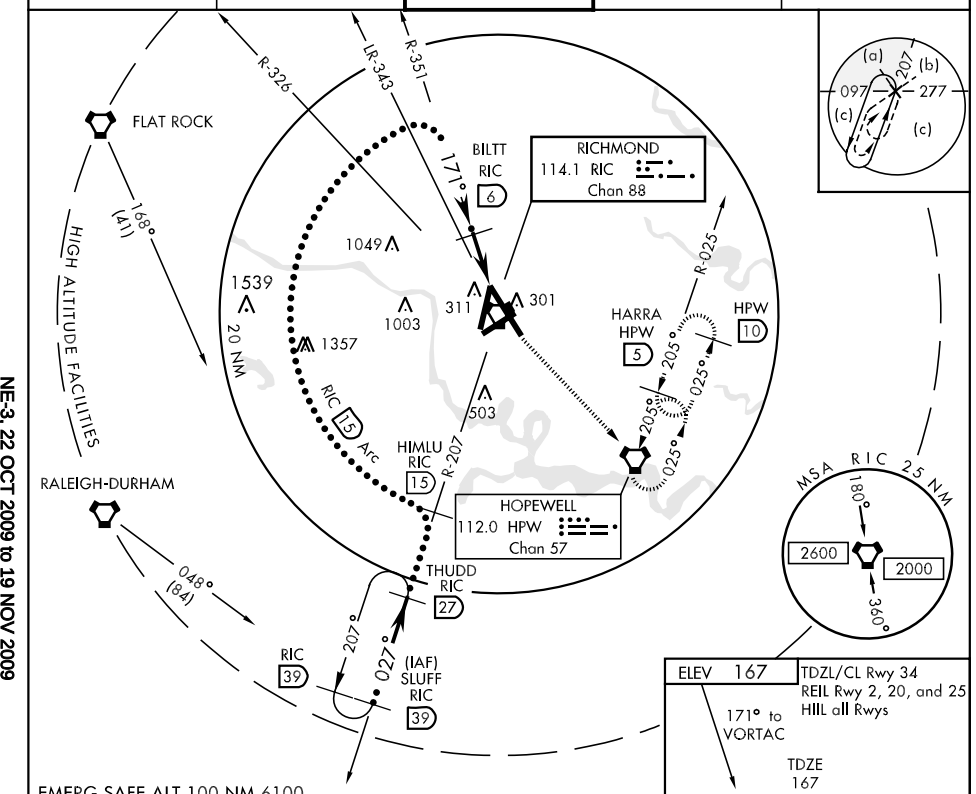
JAL-347 [USAF]

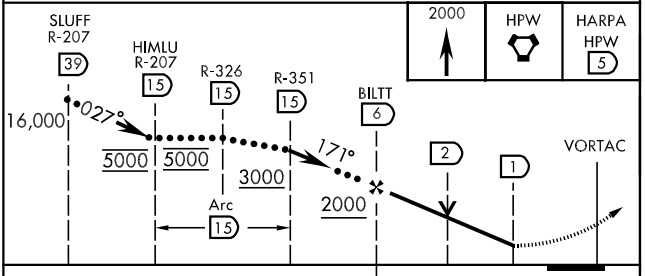
RICHMOND INTL (KRIC)

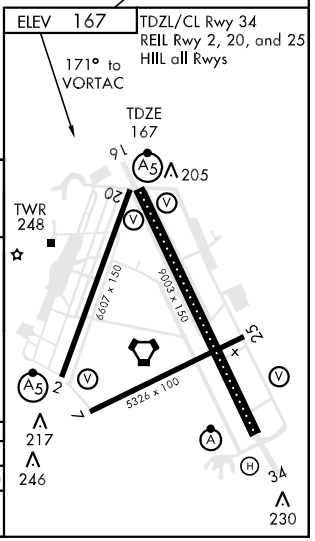
MALSR

MISSED APPROACH: Climb to 2000 direct to HPW VORTAC and hold. (TACAN acft continue to HARRA and hold.

ATIS ★	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	C	D	E
S-16	640/40 473 (500-¾)	640/50 473 (500-1)	640/60 473(500-1¼)
CIRCLING	640-1½ 473 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

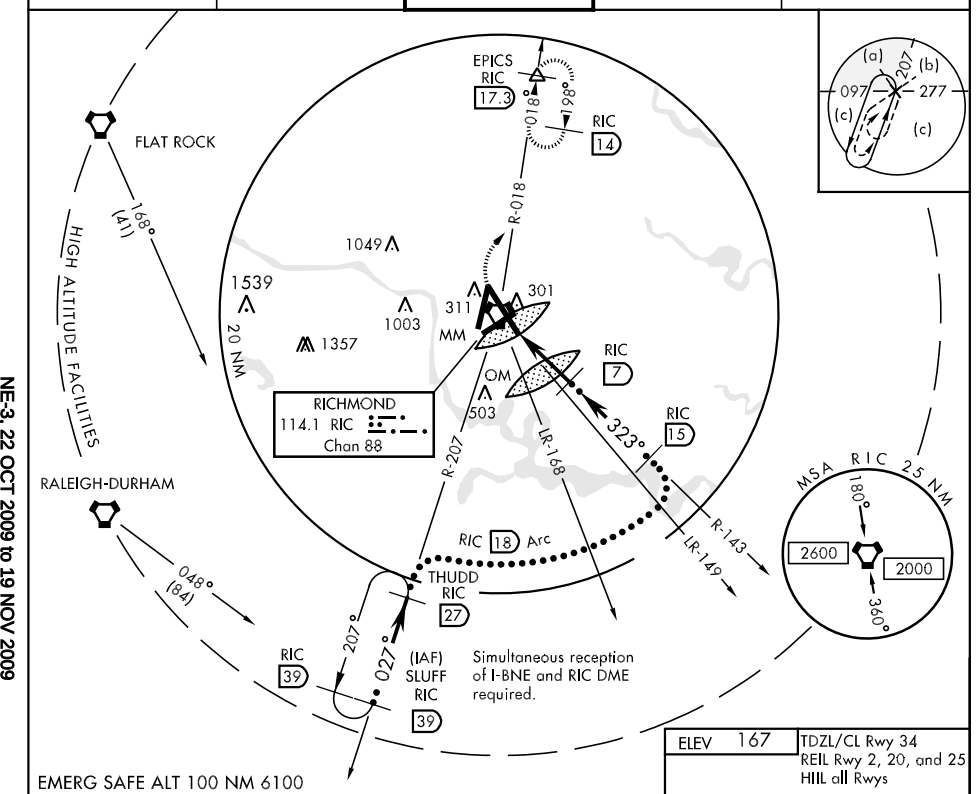
HI-TACAN RWY 34

TACAN RIC Chan 88	APCH CRS 323°	Rwy ldg 9003 TDZE 161 Arpt Elev 167	JAL-347 [USAF]	RICHMOND INTL (KRIC)

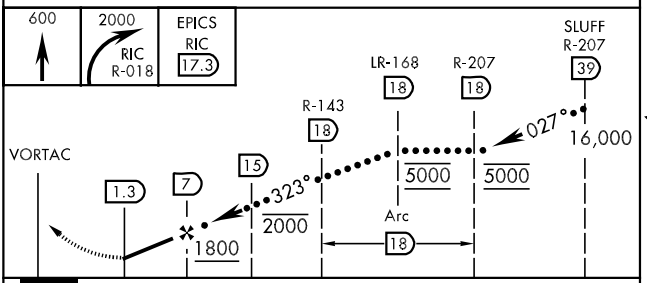
ALSF-2

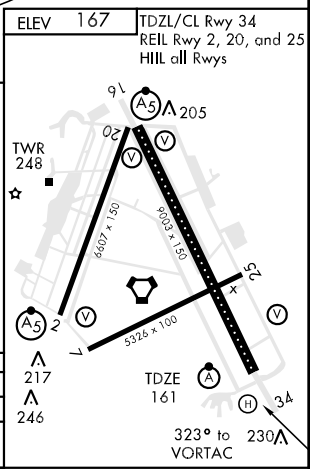
MISSED APPROACH: Climb straight ahead to 600, climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS ★	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6



EMERG SAFE ALT 100 NM 6100





CATEGORY	C	D	E
S-34	500/40 339 (400-¾)	500/50 339 (400-1)	
CIRCLING	640-1½ 473 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-RGJ	APP CRS	Rwy Idg	9003
110.7	156°	TDZE	167
		Apt Elev	167

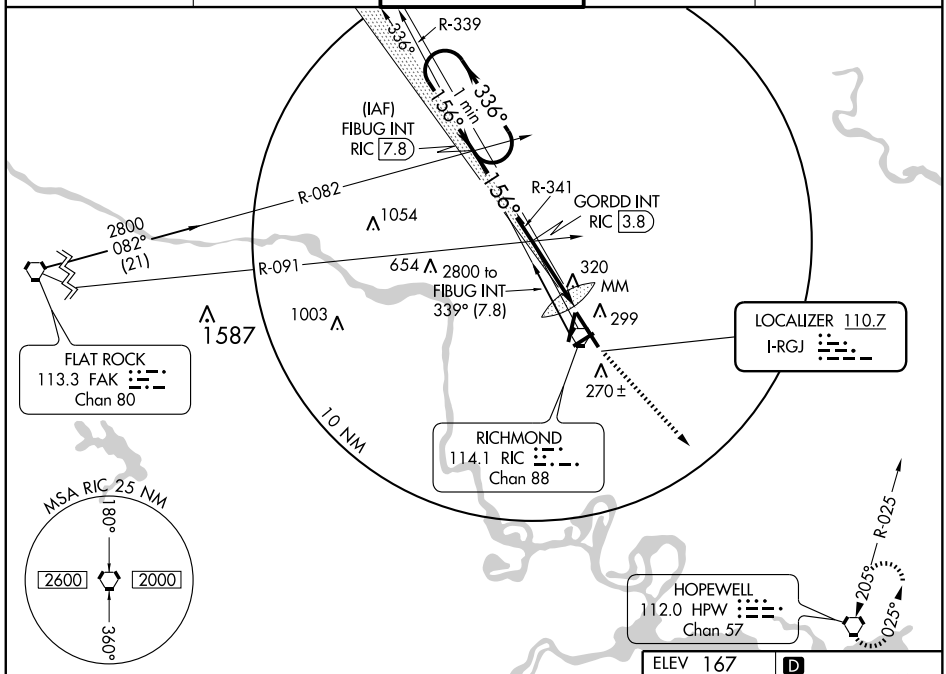
ILS or LOC RWY 16
RICHMOND INTL (RIC)

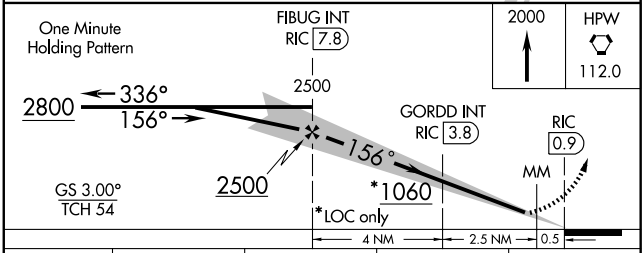
DME from RIC VORTAC.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

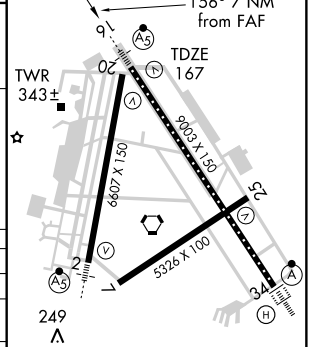
MALSR

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-ILS 16	** 367/24 200 (200-½)			
S-LOC 16	1060/40 893 (900-¾)		1060-2¼ 893 (900-2¼)	1060-2½ 893 (900-2½)
CIRCLING	1060-1¼ 893 (900-1¼)		1060-2¾ 893 (900-2¾)	1060-3 893 (900-3)
GORDD FIX MINIMUMS				
S-LOC 16	580/24 413 (500-½)		580/40 413 (500-¾)	
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 7 NM					
Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20

NE-3. 22 OCT 2009 to 19 NOV 2009

LOC I-BNE	APP CRS	Rwy Idg	9003
110.7	337°	TDZE	161
		Apt Elev	167

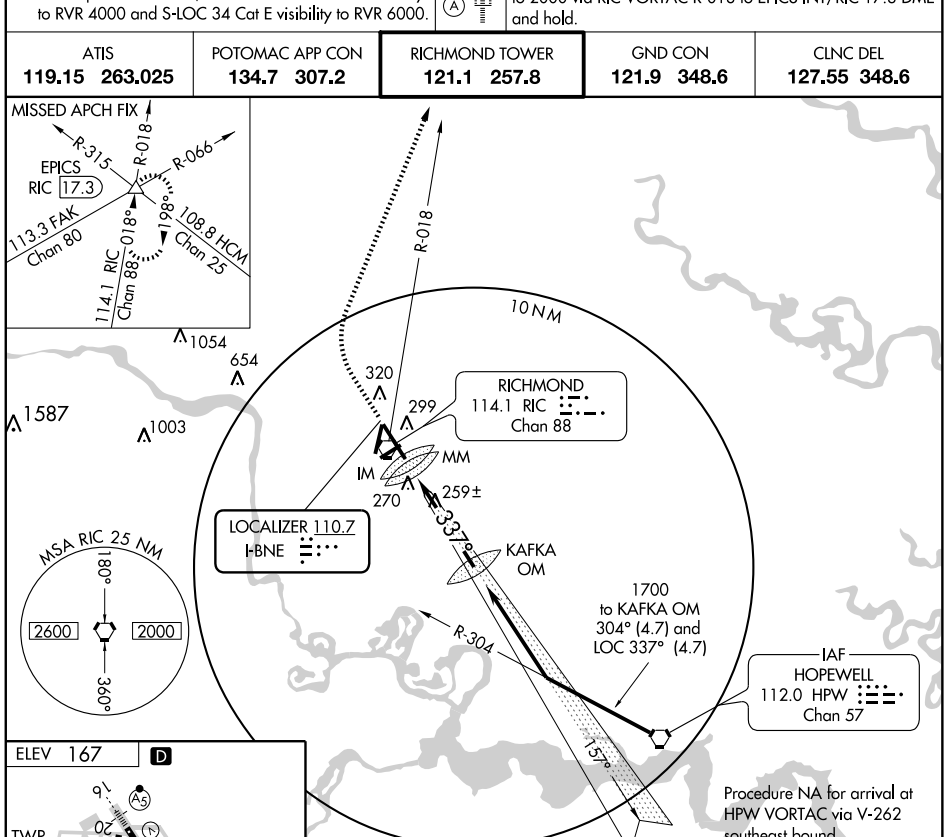
ILS or LOC RWY 34
RICHMOND INTL (RIC)

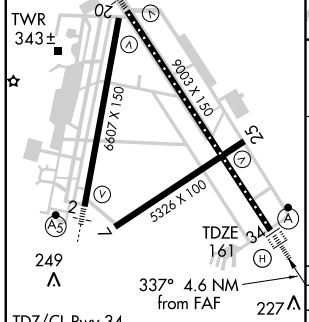
For inoperative ALSF-2, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

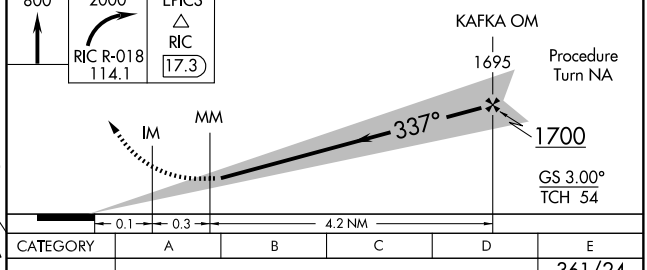
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 34	361/18 200 (200-½)				361/24 200 (200-½)
S-LOC 34	520/24 359 (400-½)			520/40 359 (400-¾)	
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-EZD	APP CRS	Rwy Idg	6607
110.9	022°	TDZE	161
		Apt Elev	167

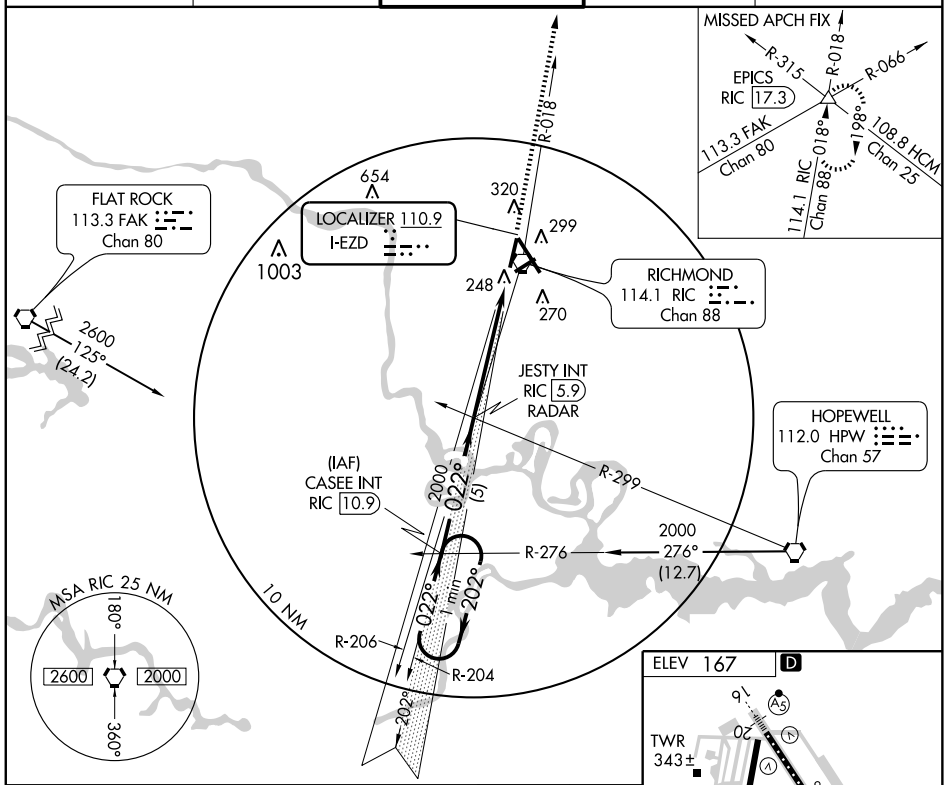
ILS RWY 2
RICHMOND INTL (RIC)

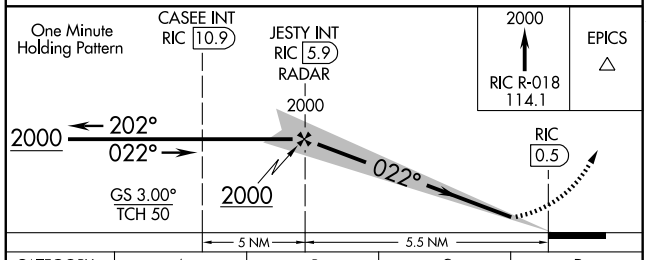
Inoperative table does not apply to S-ILS 2. For inoperative MALSR, increase S-LOC 2 Cat. A and B visibility to 1.

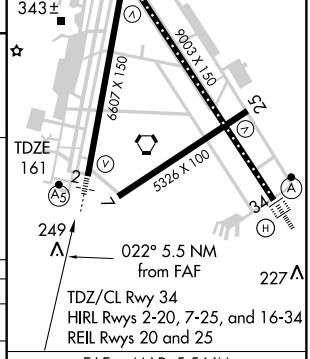
MALSR

MISSED APPROACH: Climb to 2000 via RIC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-ILS 2	411-¾ 250 (300-¾)			
S-LOC 2	580-¾ 419 (500-¾)			
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3. 22 OCT 2009 to 19 NOV 2009

LOC I-BNE	APP CRS	Rwy Idg	9003
110.7	337°	TDZE	161
		Apt Elev	167

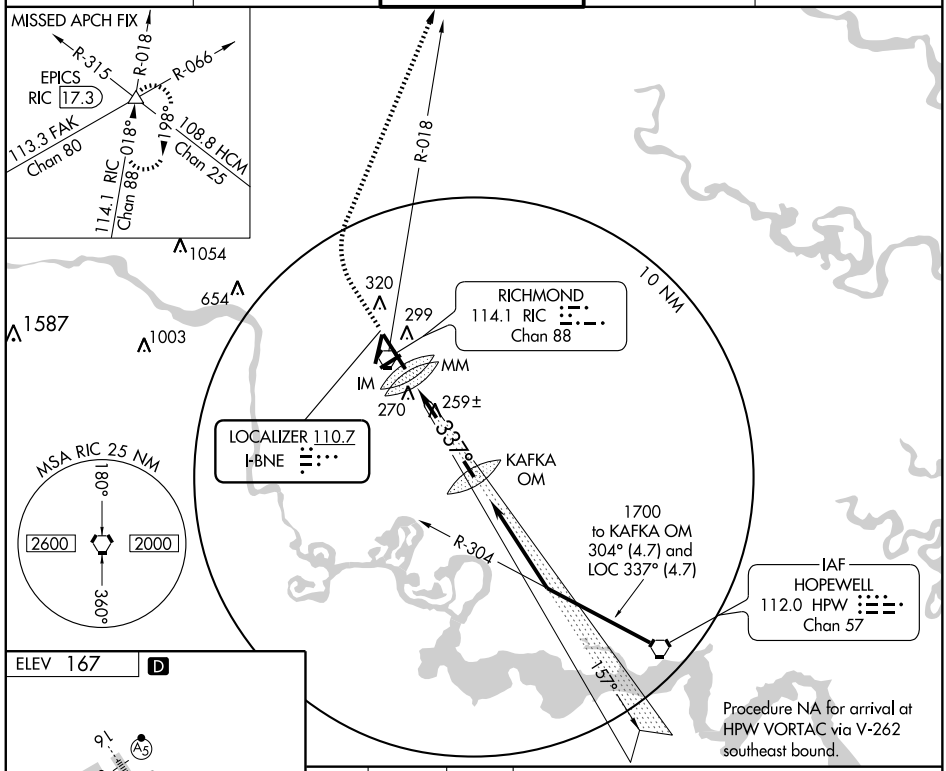
ILS RWY 34 (CAT II)

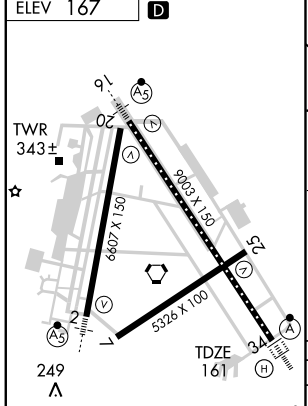
RICHMOND INTL (RIC)

ALSF-2

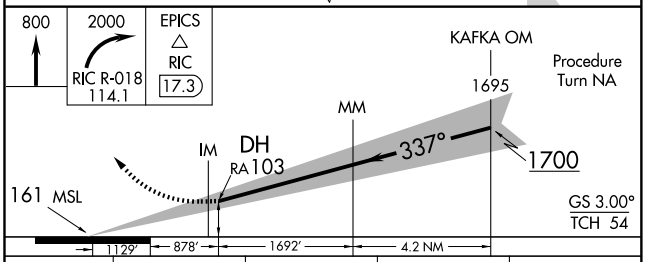
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25



CATEGORY	A	B	C	D
S-ILS 34	261/12 100 RA 103			

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-BNE	APP CRS	Rwy Idg	9003
110.7	337°	TDZE	161
		Apt Elev	167

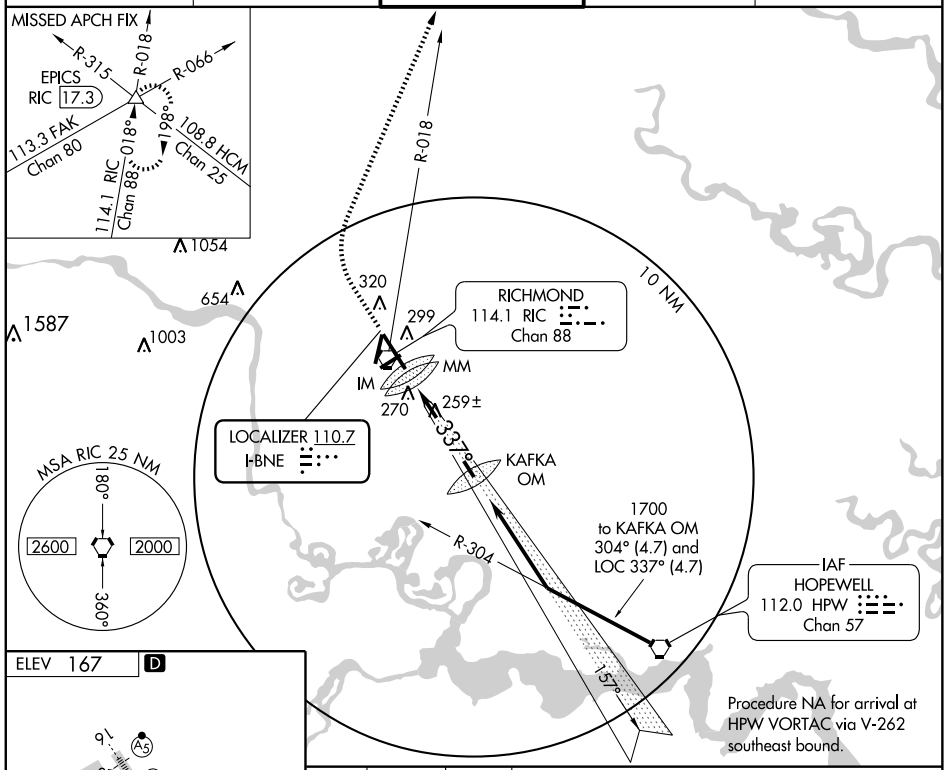
ILS RWY 34 (CAT III)

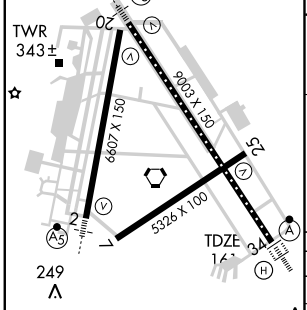
RICHMOND INTL (RIC)

ALSF-2

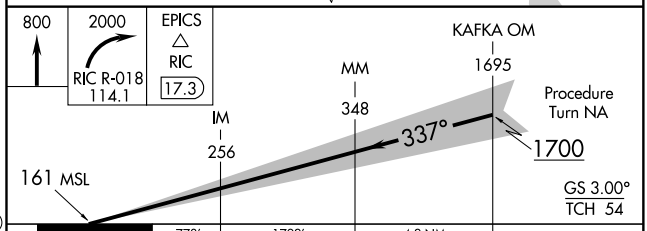
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25



CATEGORY	A	B	C	D
S-ILS 34	CAT IIIA RVR 07			
S-ILS 34	CAT IIIB RVR 06			
S-ILS 34	CAT IIIC NA			

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6607
022°	TDZE	161
	Apt Elev	167

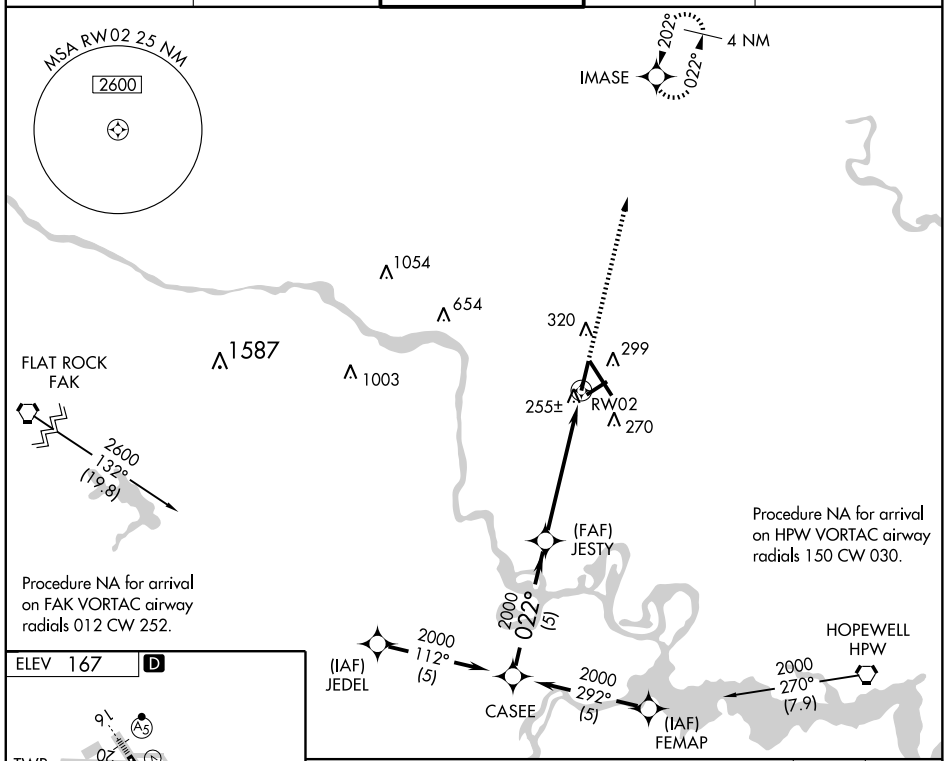
RNAV (GPS) RWY 2
RICHMOND INTL (RIC)

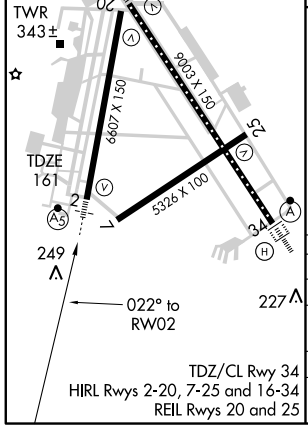
For inoperative MALSR, increase LNAV Cats A and B visibility to 1. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

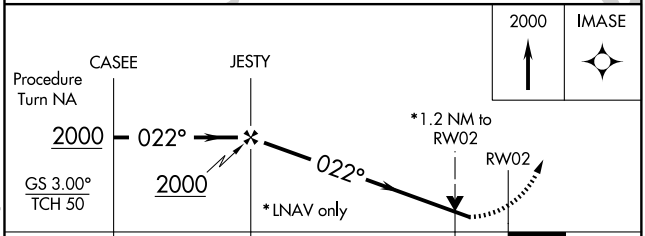
MALSR

MISSED APPROACH: Climb to 2000 direct IMASE WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	520-¾ 359 (400-¾)			
LNAV MDA	580-¾ 419 (500-¾)			
CIRCLING	660-1¼ 493 (500-1¼)		660-1½ 493 (500-1½)	720-2 553 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5326
066°	TDZE	158
	Apt Elev	167

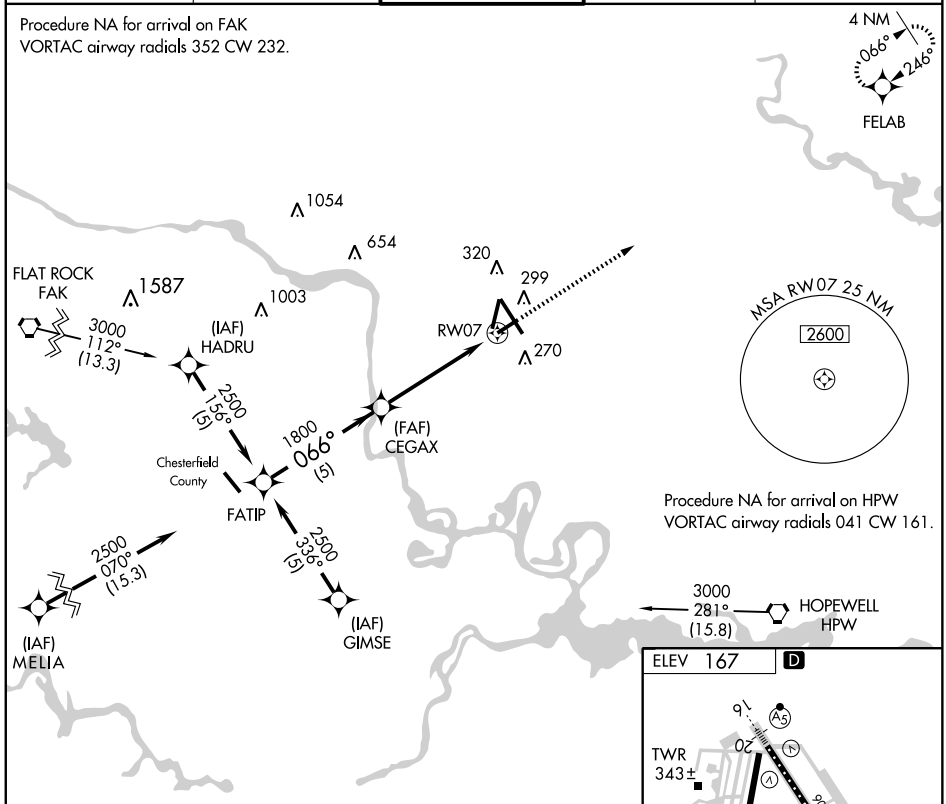
RNAV (GPS) RWY 7
RICHMOND INTL (RIC)

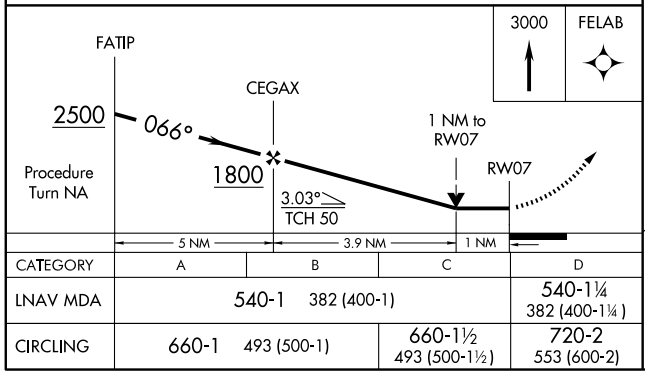
Straight in minimums NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FELAB WP and hold.

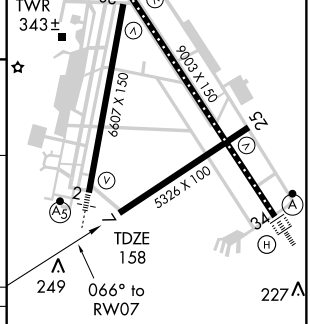
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

Procedure NA for arrival on FAK
VORTAC airway radials 352 CW 232.





CATEGORY	A	B	C	D
LNAV MDA	540-1 382 (400-1)			540-1¼ 382 (400-1¼)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	9003
156°	TDZE	167
	Apt Elev	167

RNAV (GPS) RWY 16
RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

NA

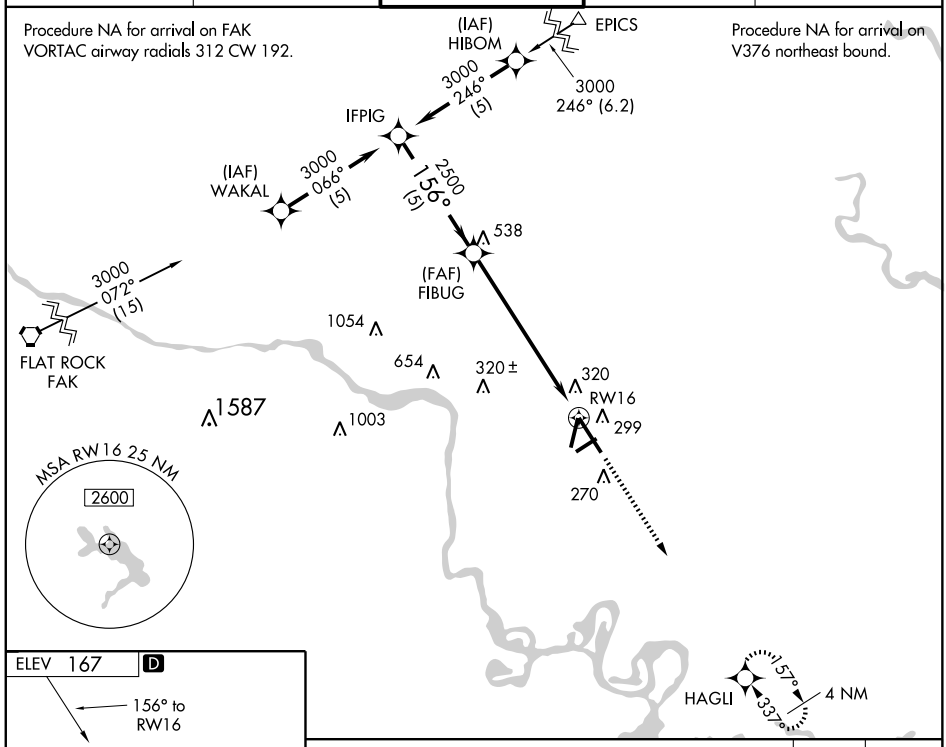
MALSR

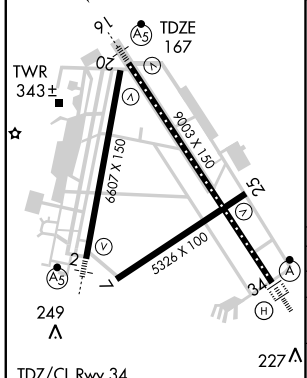
MISSED APPROACH: Climb to 2500 direct HAGLI WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

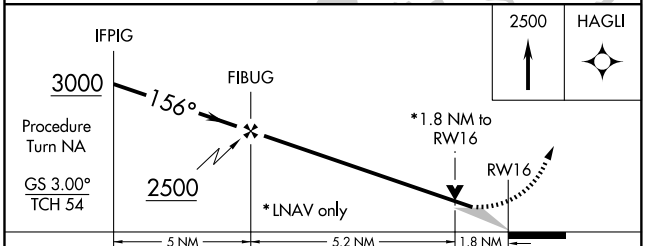
Procedure NA for arrival on FAK VORTAC airway radials 312 CW 192.

Procedure NA for arrival on V376 northeast bound.





TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25



HAGLI 157° 337° 4 NM

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	605/50 438 (500-1)			
LNAV MDA	800/24 633 (700-½)		800/60 633 (700-1¼)	800-1½ 633 (700-1½)
CIRCLING	800-1 633 (700-1)		800-1¾ 633 (700-1¾)	800-2 633 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6607
202°	TDZE	167
	Apt Elev	167

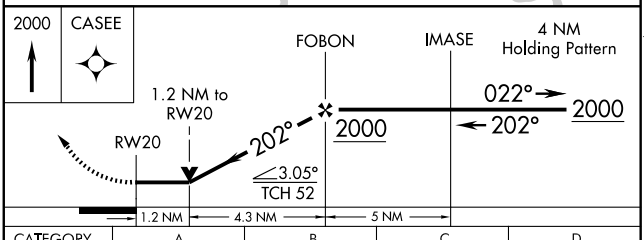
RNAV (GPS) RWY 20
RICHMOND INTL (RIC)

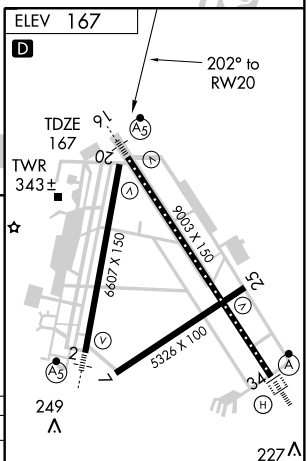
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct CASEE WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

(IAF) EPICS
2000 NoPT
194° (6)
4 NM
202°
022°
Hanover County Muni
(IF/IAF) IMASE
2000
202°
(5)
Prodedure NA for arrival on FAK
VORTAC airway radials 319 CW 199.
2600
079°
(28.1)
FLAT ROCK
FAK
(FAF) FOBON
1054
654
320
RW20
1003
299
270
MSA RW20 25 NM
2600
Procedure NA for arrival on HPW
VORTAC airway radials 230 CW 110.
2000
350°
(22.7)
CASEE
HOPEWELL
HPW
022°
202°
4 NM





CATEGORY	A	B	C	D
LNAV MDA	600-1	433 (500-1)	600-1¼ 433 (500-1¼)	600-1½ 433 (500-1½)
CIRCLING	660-1	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5326
247°	TDZE	160
	Apt Elev	167

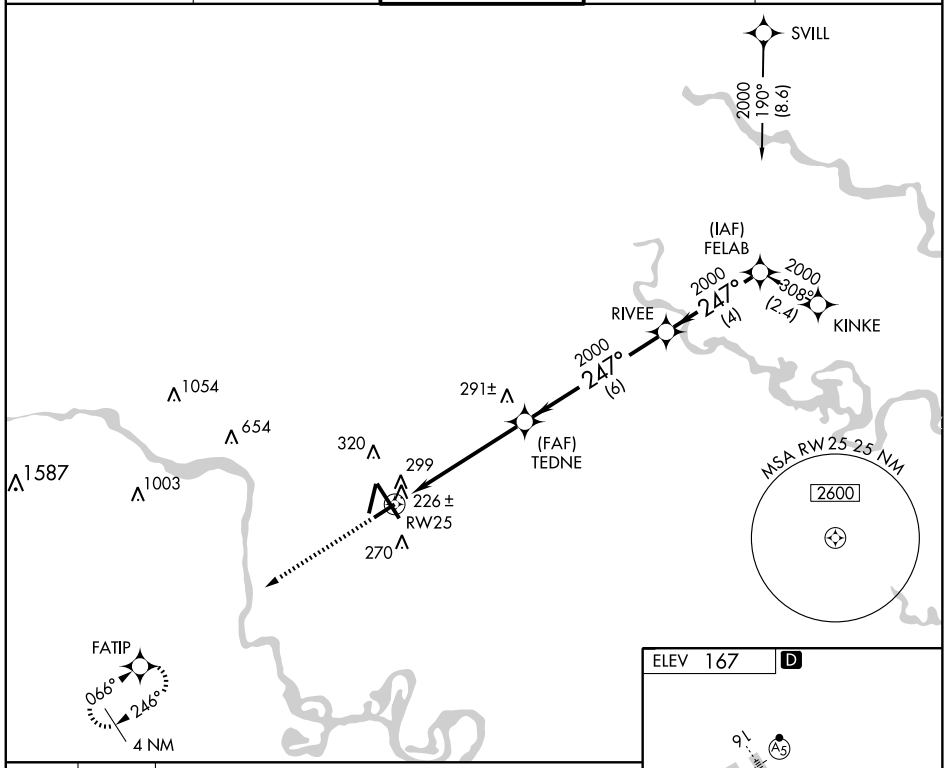
RNAV (GPS) RWY 25
RICHMOND INTL (RIC)

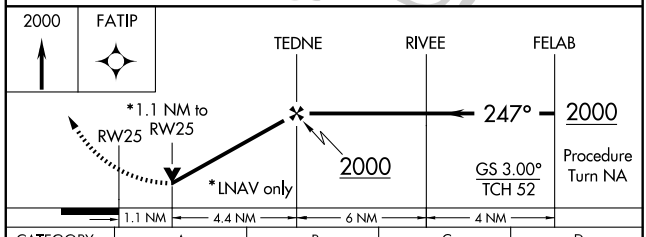
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F)

NA

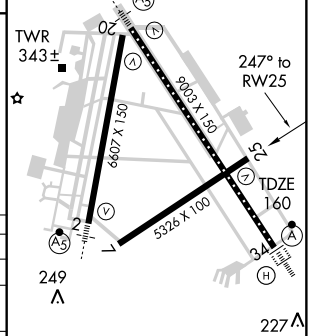
MISSED APPROACH: Climb to 2000 direct FATIP WP and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	560-1½ 400 (400-1½)			
LNAV MDA	600-1 440 (500-1)		600-1¼ 440 (500-1¼)	600-1½ 440 (500-1½)
CIRCLING	660-1½ 493 (500-1½)			720-2 553 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	9003
337°	TDZE	161
	Apt Elev	167

RNAV (GPS) RWY 34

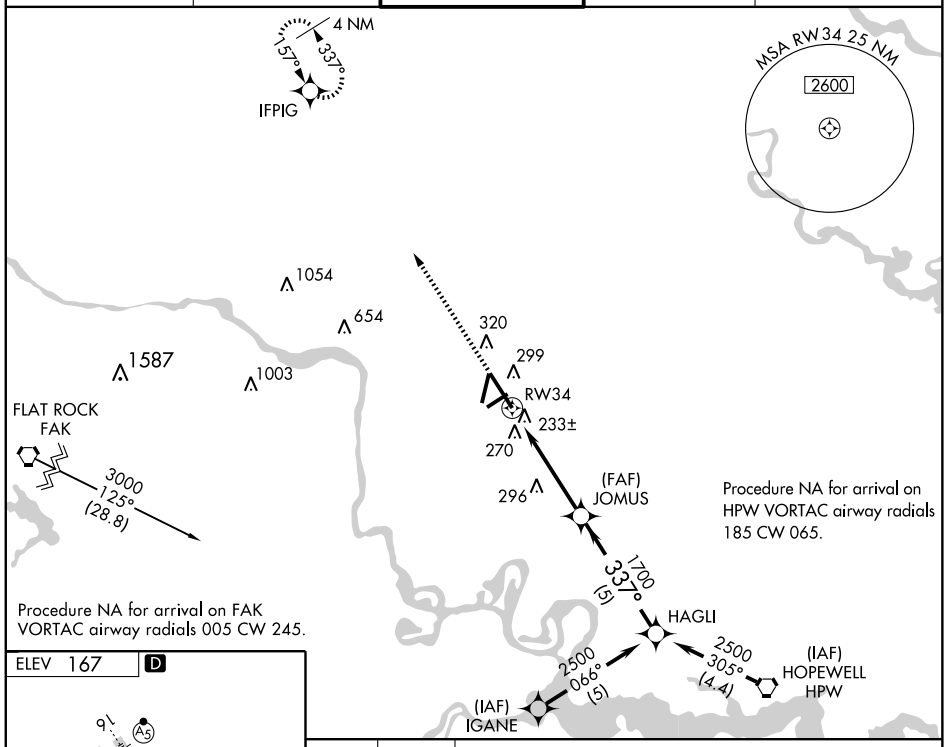
RICHMOND INTL (RIC)

NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. DME/DME RNP-0.3 NA.

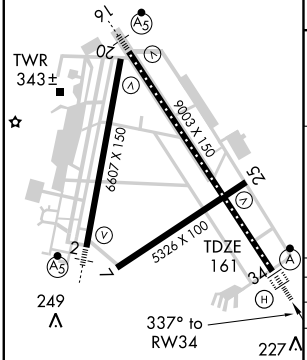
ALSF-2

MISSED APPROACH: Climb to 2500 direct IFPIG WP and hold.

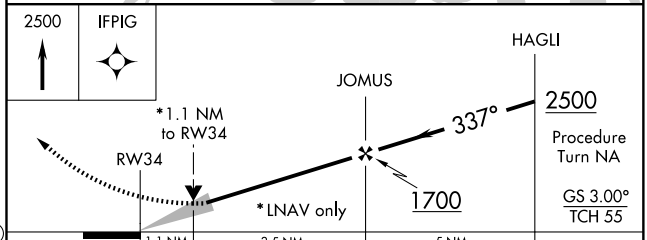
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 167 D



TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/ VNAV DA	570/50 409 (500-1)			
LNAV MDA	560/24 399 (400-½)			560/50 399 (400-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC RIC	APP CRS	Rwy Idg	6607
114.1	041°	TDZE	161
Chan 88		Apt Elev	167

VOR RWY 2
RICHMOND INTL (RIC)

Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

EPICS
RIC 17.3

R-066
R-018
R-315
018°
086°

MSA RIC 25 NM
180°
2600
2000
360°

113.3 FAK
Chan 80

108.8 HCM
Chan 24

10 NM

1054
654
320
1587
1003
299
270

RICHMOND
114.1 RIC
Chan 88

(IAF)
LABUR INT
RIC 6.1

041°
2000
221° (6.1)

1 min
041°
221°

HOPEWELL
112.0 HPW
Chan 57

R-298
R-221

ELEV 167
D

TWR
343±

9003 X 150
6607 X 150
5326 X 100
TDZE
161
249
041° to
RIC VORTAC
227

One Minute
Holding Pattern

LABUR INT
RIC 6.1

2000
221°
041°

600
2000
RIC R-018
114.1
EPICS

041°
RIC
1.4
VORTAC
2.98°
TCH 50
4.7 NM

CATEGORY	A	B	C	D
S-2	540-1 379 (400-1)			540-1¼ 379 (400-1¼)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC RIC	APP CRS	Rwy Idg	9003
114.1	171°	TDZE	167
Chan 88		Apt Elev	167

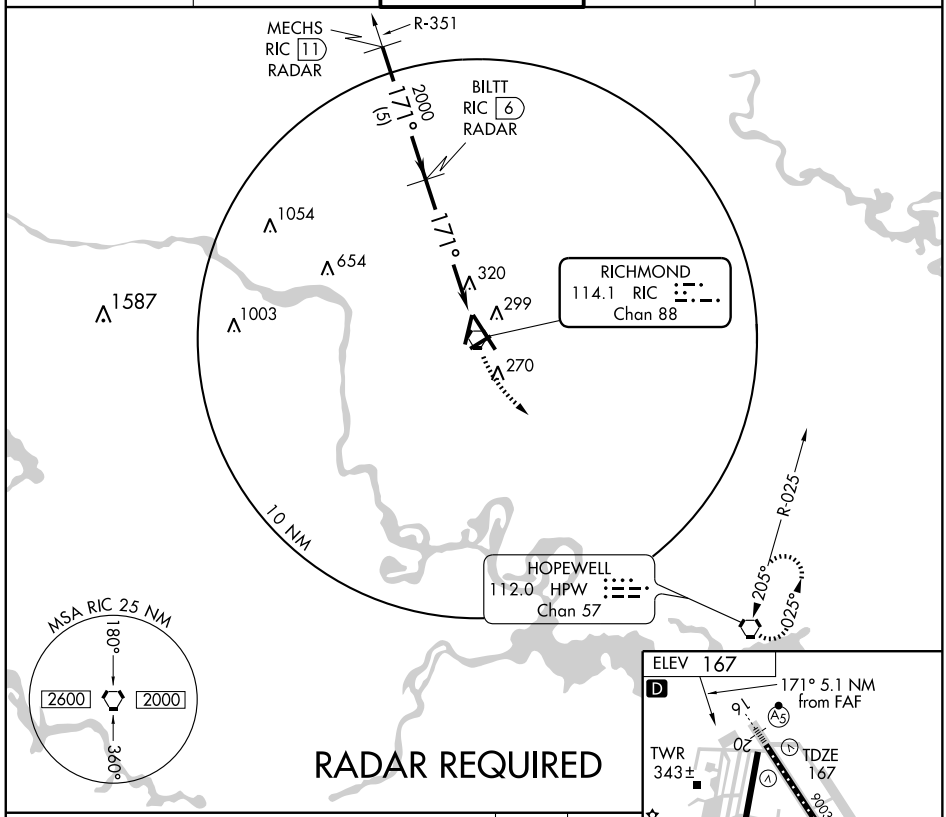
VOR RWY 16
RICHMOND INTL (RIC)

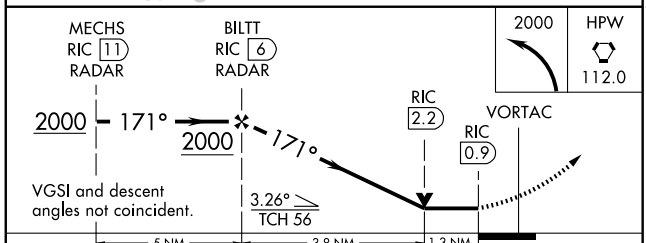
DME or RADAR REQUIRED

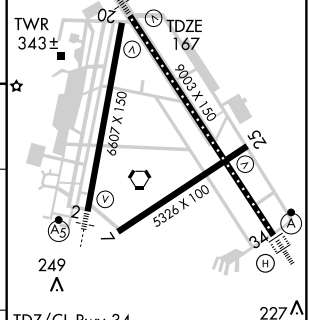
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-16	640/24 473 (500-½)		640/40 473 (500-¾)	640/50 473 (500-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3. 22 OCT 2009 to 19 NOV 2009

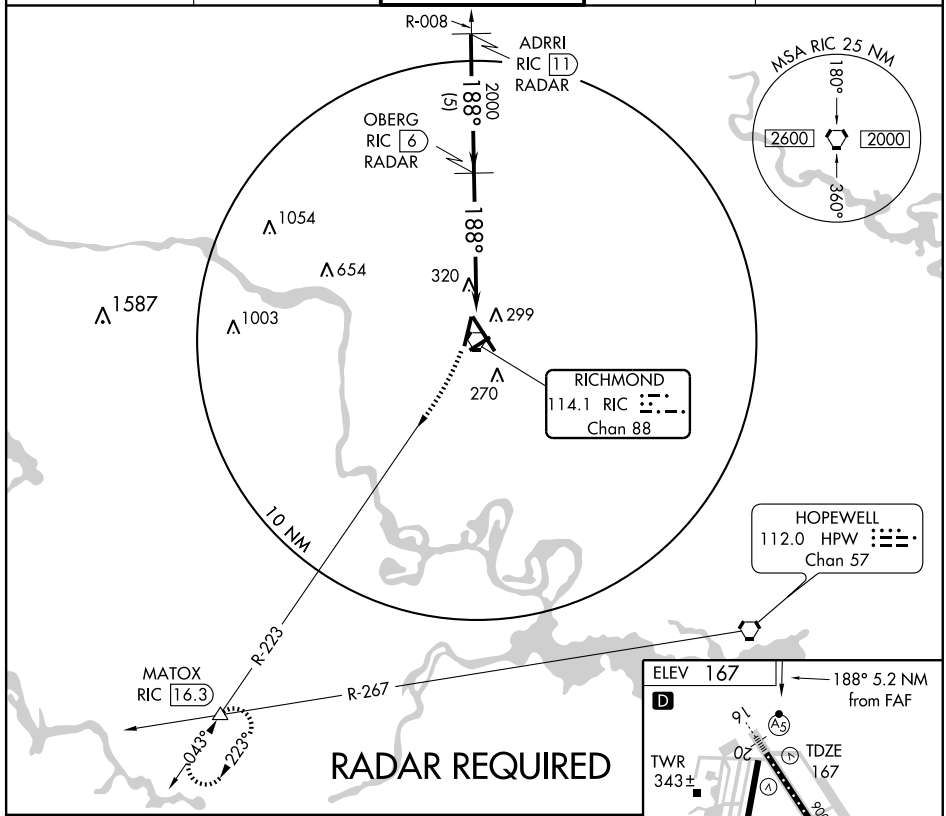
VORTAC RIC	APP CRS	Rwy Idg	6607
114.1	188°	TDZE	167
Chan 88		Apt Elev	167

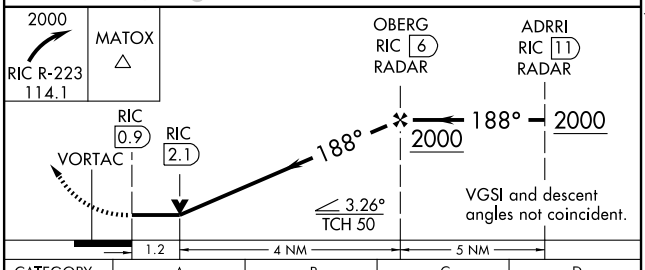
VOR RWY 20
RICHMOND INTL (RIC)

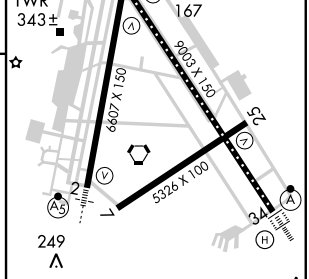
DME or RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2000 via RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25 and 16-34
REIL Rwys 20 and 25

CATEGORY	A	B	C	D
S-20	640-1	473 (500-1)	640-1¼ 473 (500-1¼)	640-1½ 473 (500-1½)
CIRCLING	660-1	493 (500-1)	660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 22 OCT 2009 to 19 NOV 2009

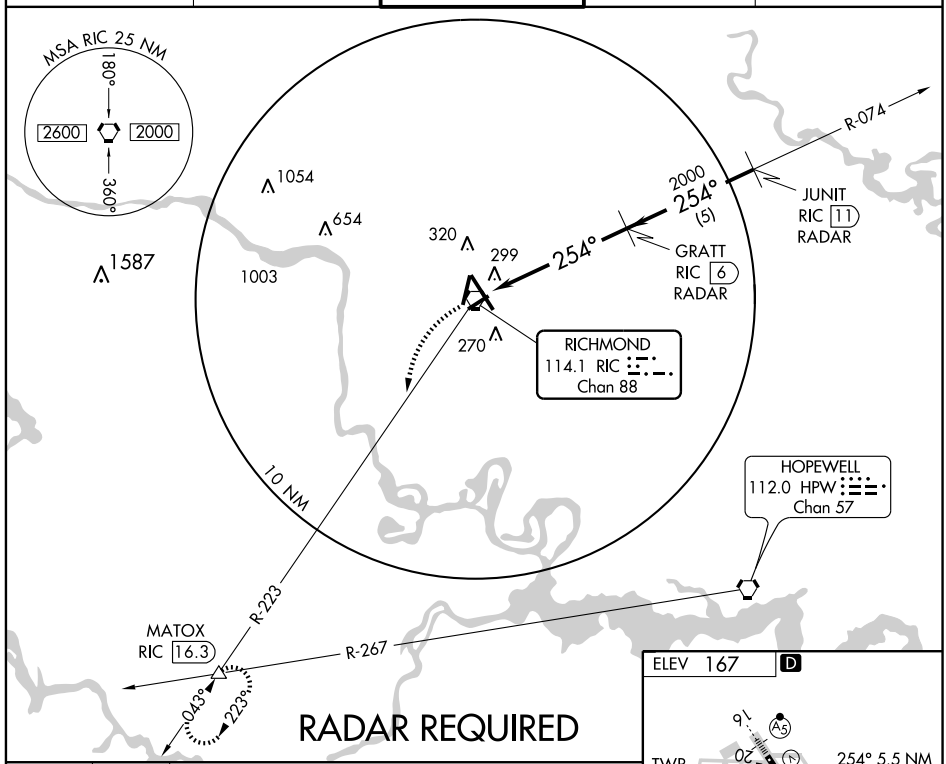
VORTAC RIC	APP CRS	Rwy Idg	5326
114.1	254°	TDZE	160
Chan 88		Apt Elev	167

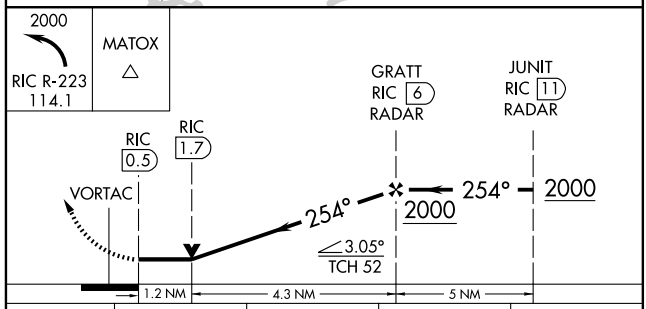
VOR RWY 25
RICHMOND INTL (RIC)

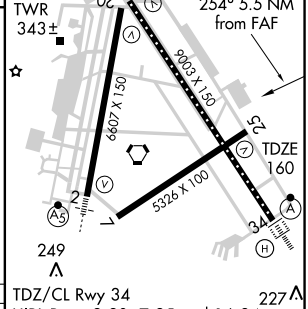
DME or RADAR REQUIRED

MISSED APPROACH: Climbing left turn to 2000 via RIC R-223 to MATOX INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-25	600-1 440 (500-1)		600-1¼ 440 (500-1¼)	600-1½ 440 (500-1½)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC RIC 114.1 Chan 88	APP CRS 323°	Rwy Idg 9003 TDZE 161 Apt Elev 167

VOR RWY 34
RICHMOND INTL (RIC)

For inoperative ALSF, increase S-34 Cat D visibility to RVR 6000. DME or RADAR REQUIRED

ALSF-2

MISSED APPROACH: Climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	134.7 307.2	121.1 257.8	121.9 348.6	127.55 348.6

RADAR REQUIRED

MSA RIC 25 NM
180°
2600
2000
360°

EPICS
RIC 17.3

018°
198°

R-066
R-315
R-018
113.3 FAK Chan 80
108.8 HCM Chan 24
10 NM

1054
654
1587
1003
320
299
270

RICHMOND
114.1 RIC
Chan 88

323°
LUCAR
RIC 6
RADAR

2000
323°
(5)
TELEE
RIC 11
RADAR
R-143

ELEV 167 D

TWR
343±

9
20
2
25
34
9003 X 150
6607 X 150
5326 X 100
TDZE
161
249
227

323° 5.3 NM from FAF

TDZ/CL Rwy 34
HIRL Rwys 2-20, 7-25, and 16-34
REIL Rwys 20 and 25

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

2000
RIC R-018
114.1

EPICS

VORTAC
RIC
0.7
RIC
1.6

323°
323°
2000
2000

LUCAR
RIC 6
RADAR

TELEE
RIC 11
RADAR

3.19°
TCH 55

0.8 NM
4.4 NM
5 NM

CATEGORY	A	B	C	D
S-34	540/24 379 (400-½)			540/50 379 (400-1)
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

YEAST ONE DEPARTURE (YEAST1.RIC) 09183

ATIS 119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
134.7 307.2

MONTEBELLO
115.3 MOL
Chan 100
N37°54.03′-W79°06.41′
L-26, H-10-12

GORDONSVILLE
115.6 GVE
Chan 103
N38°00.81′-W78°09.18′

FLAT ROCK
113.3 FAK
Chan 80

LYNCHBURG
109.2 LYH
Chan 81
N37°15.28′-W79°14.19′
L-26-36, H-10-12

HANOVER COUNTY MUNI

CHESTERFIELD COUNTY

DINWIDDIE COUNTY

N

R-140
R-235
R-223
R-053
R-093
R-230
R-220
R-046
R-039

J37
J75

6000
*2600
273°
(44)

*6000
320°
(51)

50

264°
(32)

18,000
*3000
264°
(33)

(18)

CARML
N37°21.71′
W77°58.14′

YEAST
N37°16.93′
W78°19.73′

18,000
*4000
264°
(29)

83

DRAIK
N37°08.04′
W78°58.98′
H-10-12

SANNY
N37°00.04′
W79°33.35′
H-10-12

112

RICHMOND
114.1 RIC
Chan 88
N37°30.14′-W77°19.22′

SPARTANBURG
115.7 SPA
Chan 104
N35°02.02′-W81°55.62′

GREENSBORO
116.2 GSO
Chan 109
N36°02.74′-W79°58.58′

(NARRATIVE ON FOLLOWING PAGE)

DME REQUIRED

NOTE: Chart not to scale.

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

YEAST ONE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Fly runway heading or as assigned for radar vectors to intercept the RIC R-264 to YEAST intersection, then via assigned transition. Climb and maintain 3000 or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

MONTEBELLO TRANSITION (YEAST1.MOL): From over YEAST INT via MOL VOR/DME R-140 to MOL VOR/DME.

LYNCHBURG TRANSITION (YEAST1.LYH): From over YEAST INT via LYH VORTAC R-093 to LYH VORTAC.

DRAIK TRANSITION (YEAST1.DRAIK): From over YEAST INT via RIC VORTAC R-264 to DRAIK INT.

SANNY TRANSITION (YEAST1.SANNY): From over YEAST INT via RIC VORTAC R-264 to SANNY INT.

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-OFP	APP CRS	Rwy Idg	5402
109.7	159°	TDZE	207
Chan 34		Apt Elev	207

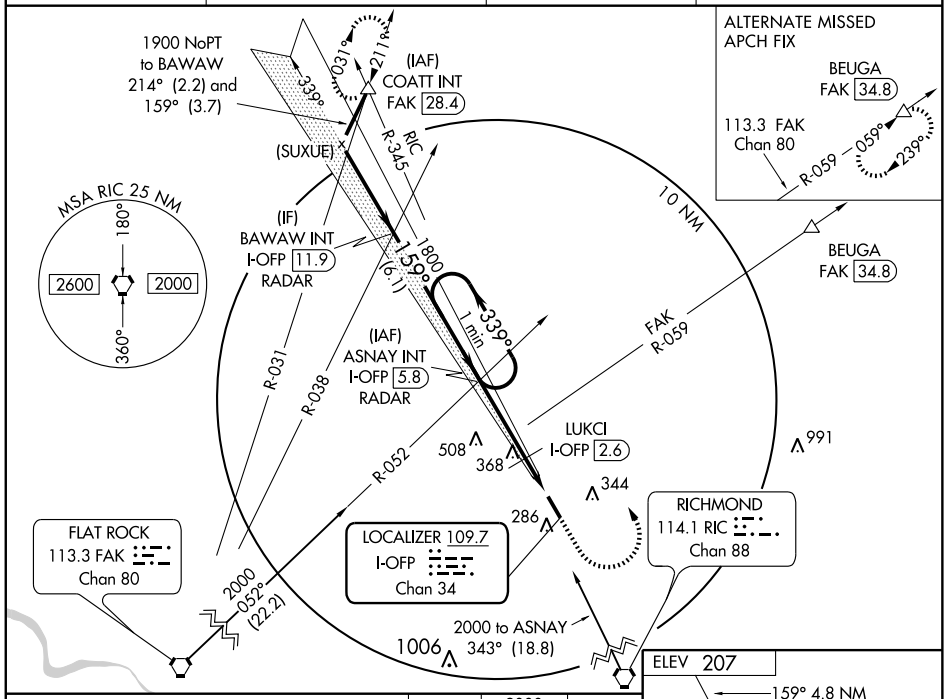
LOC RWY 16

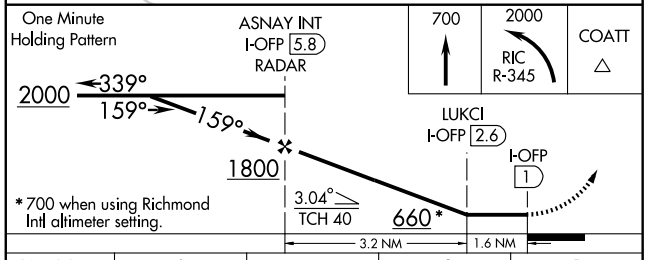
RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OFP)

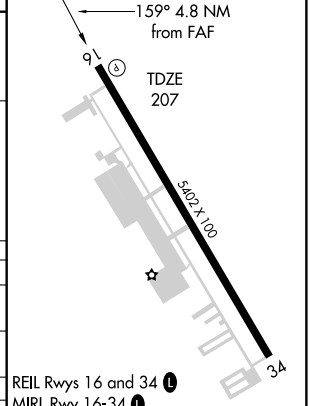
Circling to Rwy 34 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via RIC VORTAC R-345 to COATT INT and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	134.7 307.2	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-16	660-1 453 (500-1)		660 - 1¼ 453 (500-1¼)	660 - 1½ 453 (500-1½)
CIRCLING	660-1 453 (500-1)		660 - 1½ 453 (500-1½)	760 - 2 553 (600-2)
	LUKCI FIX MINIMUMS			
S-16	560-1 353 (400-1)			560 - 1¼ 353 (400-1¼)
CIRCLING	620 - 1 413 (500-1)	660 - 1 453 (500-1)	660 - 1½ 453 (500-1½)	760 - 2 553 (600-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5402
CH 42904	159°	TDZE	207
W16A		Apt Elev	207

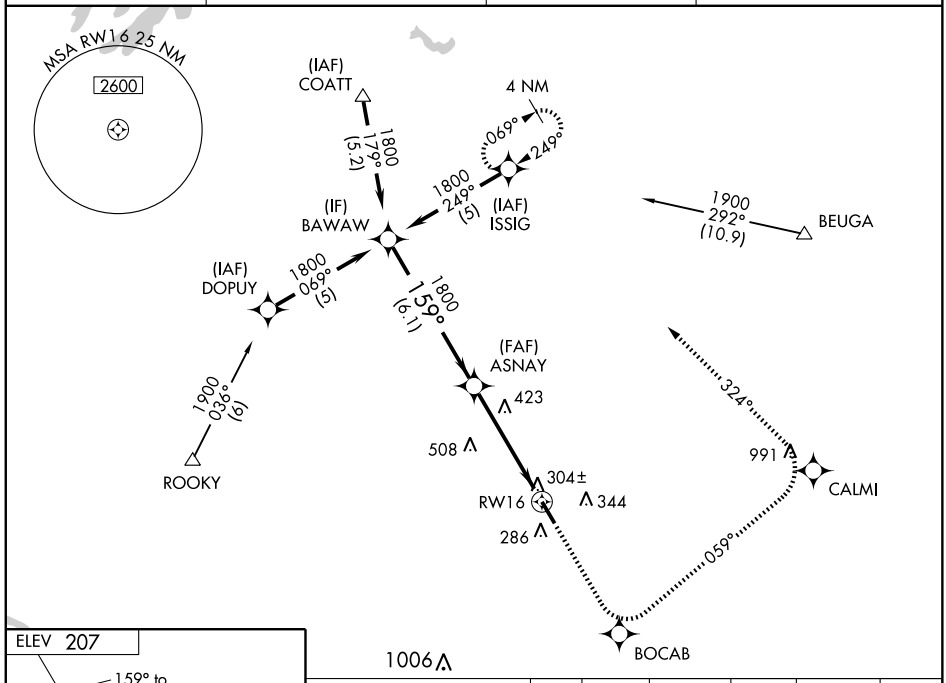
RNAV (GPS) RWY 16

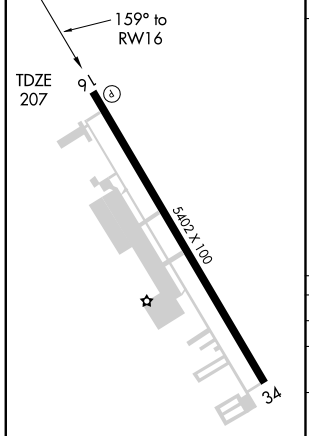
RICHMOND/ASHLAND / HANOVER COUNTY MUNI (OFP)

If local altimeter setting not received, use Richmond Intl altimeter setting and increase all DAs 37 feet and all MDAs 40 feet. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 34 NA at night.

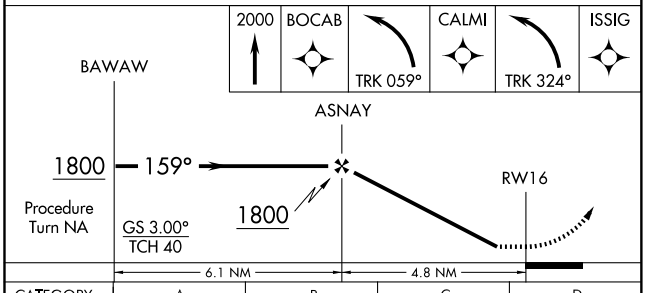
MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	134.7 307.2	125.4	122.7 (CTAF) L





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	535-1¼ 328 (400-1¼)			
LNAV/VNAV DA	564-1¼ 357 (400-1¼)			
LNAV MDA	680-1 473 (500-1)		680-1¼ 473 (500-1¼)	680-1½ 473 (500-1½)
CIRCLING	680-1 473 (500-1)	700-1 493 (500-1)	700-1½ 493 (500-1½)	760-2 553 (600-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

VORTAC RIC 114.1 Chan 88	APP CRS 165°	Rwy Idg 5402 TDZE 207 Apt Elev 207

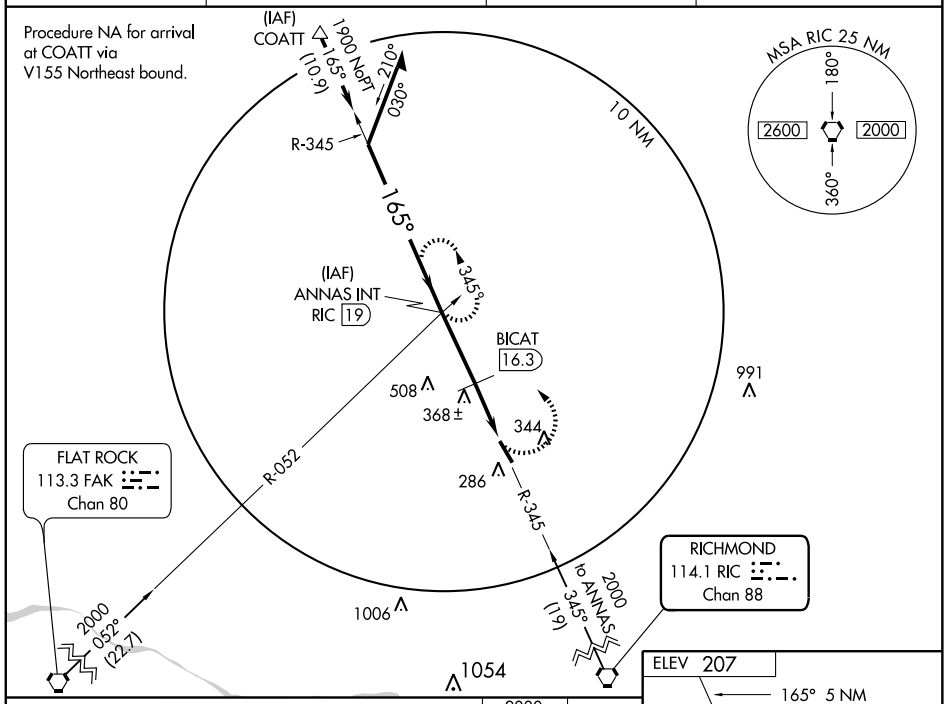
VOR RWY 16

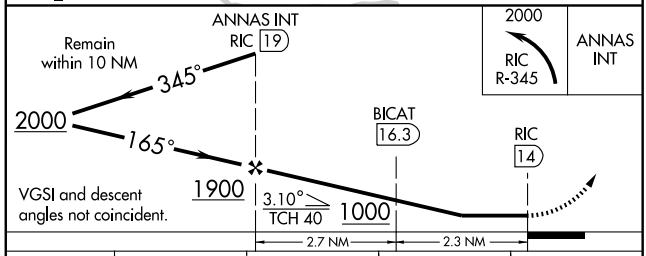
RICHMOND/ASHLAND/ HANOVER COUNTY MUNI (OFP)

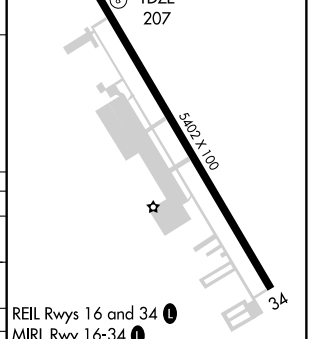
When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDA 40 feet. Circling Rwy 34 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2000 via RIC R-345 to ANNAS INT/19 DME and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	134.7 307.2	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-16	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
CIRCLING	1000 - 1 795 (800-1)	1000 - 1¼ 795 (800-1¼)	1000 - 2¼ 795 (800-2¼)	1000 - 2½ 795 (800-2½)
BICAT FIX MINIMUMS				
S-16	680 - 1 475 (500-1)		680 - 1¼ 475 (500-1¼)	680 - 1½ 475 (500-1½)
CIRCLING	680 - 1 475 (500-1)		680 - 1½ 475 (500-1½)	760 - 2 555 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

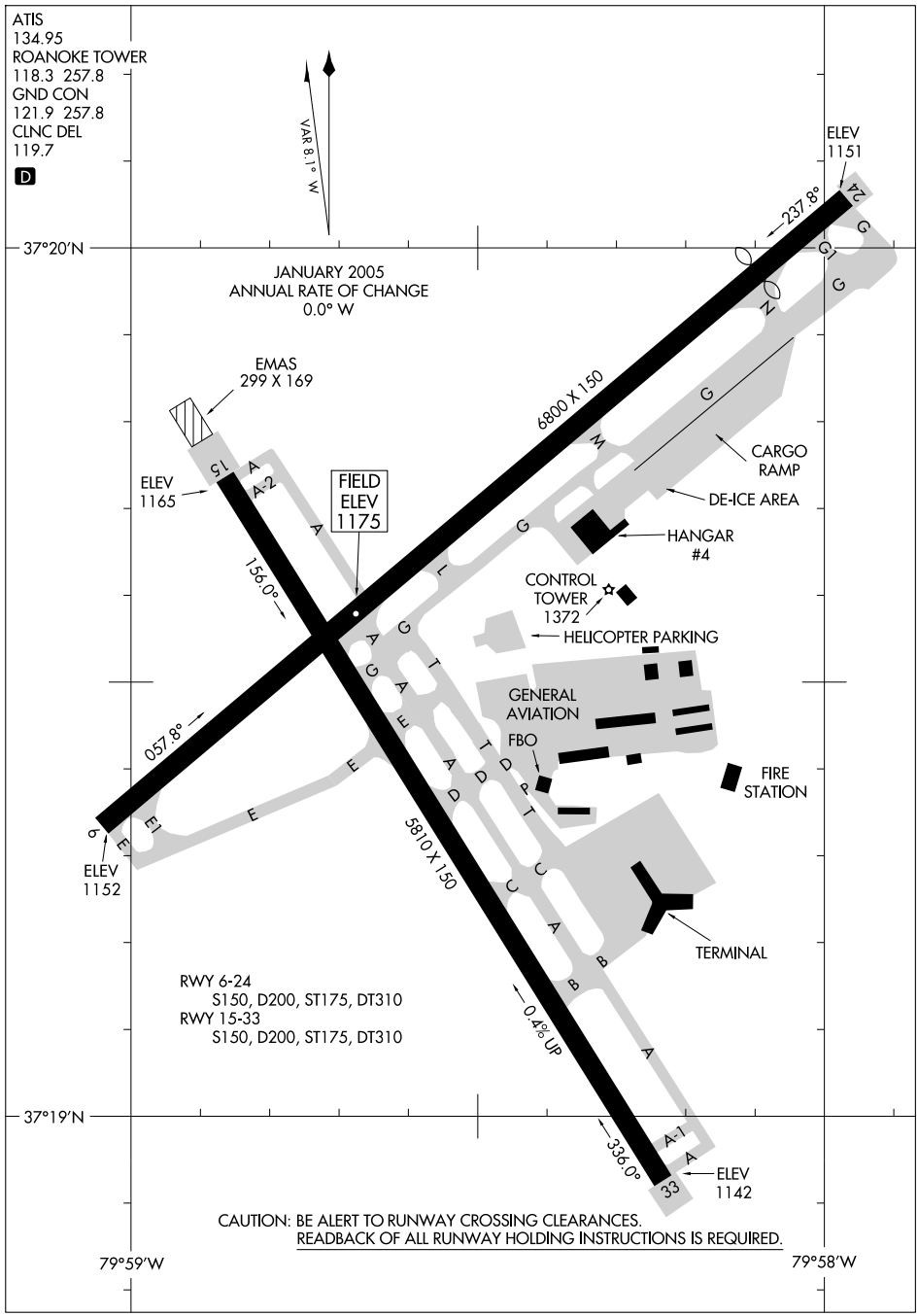
NE-3. 22 OCT 2009 to 19 NOV 2009

09127

AIRPORT DIAGRAM

AL-349 (FAA)

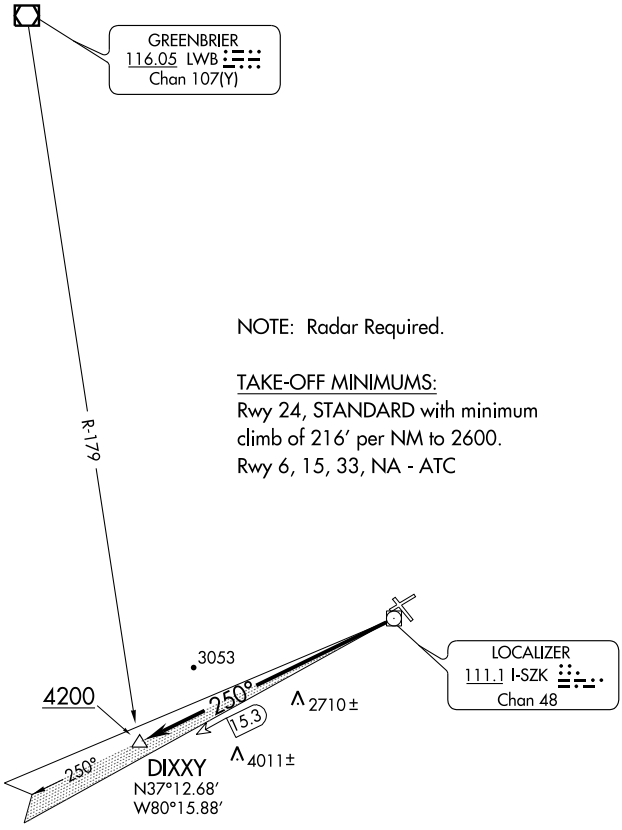
ROANOKE RGNL/WOODRUM FIELD (ROA)
ROANOKE, VIRGINIA



NE-3, 22 OCT 2009 to 19 NOV 2009

DIXXY FIVE DEPARTURE

ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15



TAKE-OFF OBSTACLE NOTES:
Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163' MSL.
Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.
Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.
Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.

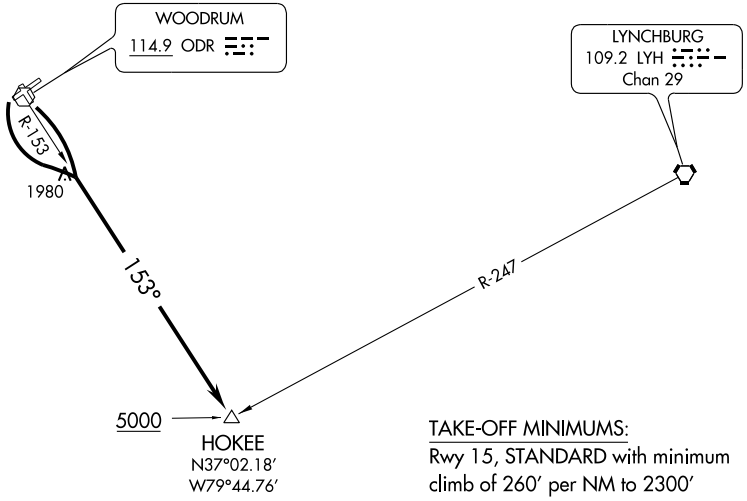
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb west on I-SZK LDA Localizer course to 4200, to DIXXY INT/I-SZK 15.3 DME. Expect radar vectors to filed/assigned route.

HOKEE ONE DEPARTURE

ROANOKE CLINC DEL
119.7
ROANOKE GND CON
121.9
ROANOKE DEP CON
118.15

TAKE-OFF OBSTACLES:
Rwy 15: Tree 1.2 NM from DER, 2,122' left of centerline, 60' AGL/1321' MSL.
Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163 MSL.
Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL.
Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.
Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL.



TAKE-OFF MINIMUMS:
Rwy 15, STANDARD with minimum climb of 260' per NM to 2300'
Rwy 24, STANDARD
Rwy 6, 33, NA - Obstacles

DEPARTURE ROUTE DESCRIPTION

RUNWAY 15: Climbing right turn to 5000 via ODR R-153 to HOKEE Int.
RUNWAY 24: Climbing left turn within 2 NM to 5000 to intercept ODR R-153 to HOKEE Int.
Expect radar vectors to filed/assigned route.

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC I-ROA	APP CRS	Rwy ldg	5810
109.7	334°	TDZE	1159
		Apt Elev	1175

ILS or LOC RWY 33

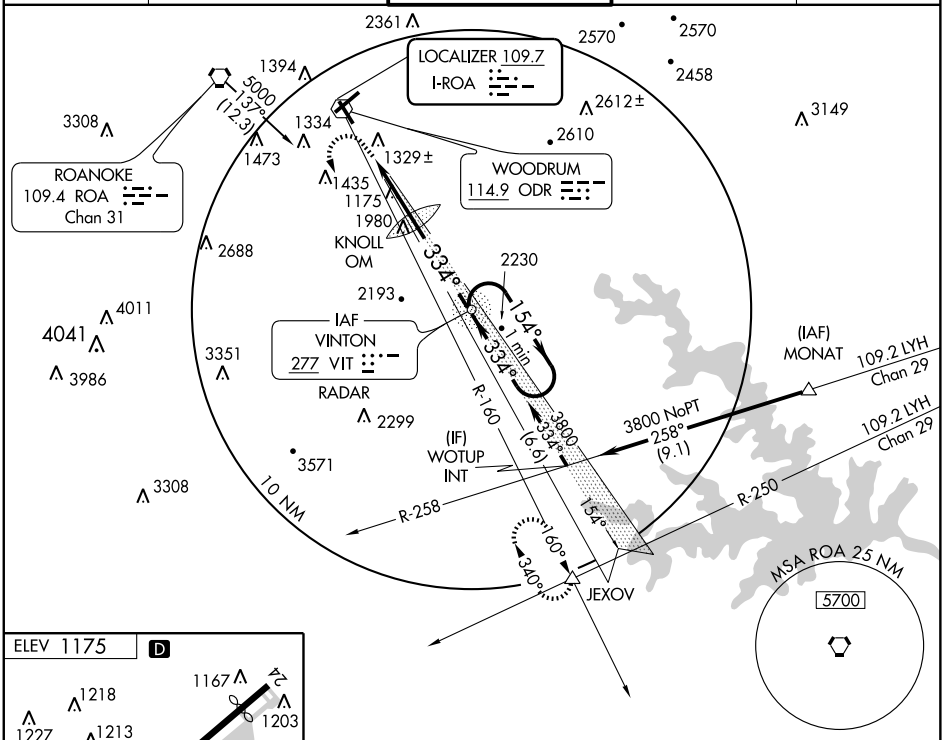
ROANOKE RGNL/WOODRUM FIELD (ROA)

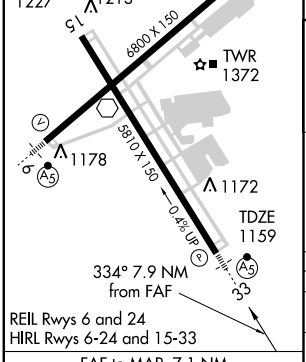
Circling to Rwy 15 NA. Circling NA NW of Rwy 6/24.
ADF or Radar required for S-LOC 33 minimums.
For inoperative MALSR, increase S-ILS 33
Cats A/B/C visibility to 2 miles, and Cat D to 2¼.

MALSR

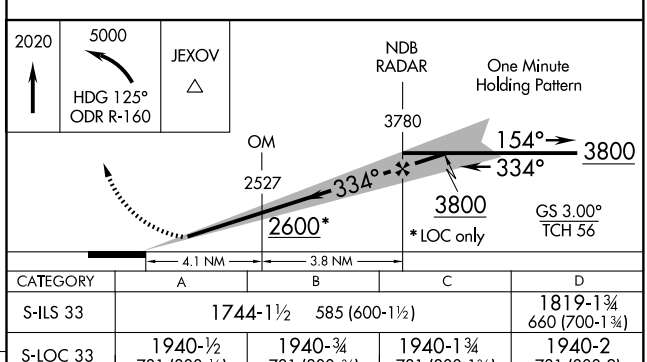
MISSED APPROACH: Climb to 2020 then climbing left turn to 5000 via heading 125° and ODR R-160 to JEXOV INT and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-ILS 33	1744-1½ 585 (600-1½)			1819-1¾ 660 (700-1¾)
S-LOC 33	1940-½ 781 (800-½)	1940-¾ 781 (800-¾)	1940-1¾ 781 (800-1¾)	1940-2 781 (800-2)
CIRCLING	1940-1 765 (800-1)	1940-1¼ 765 (800-1¼)	1940-2¼ 765 (800-2¼)	1940-2½ 765 (800-2½)

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-SZK	APP CRS	Rwy Idg 6800
111.1 Chan 48	070°	TDZE 1175
		Apt Elev 1175

LDA RWY 6

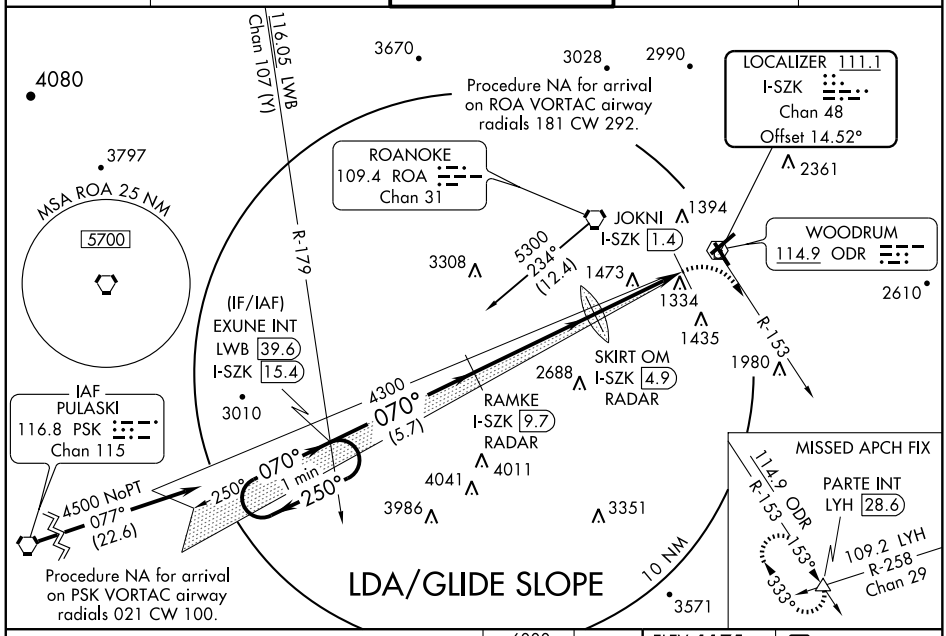
ROANOKE RGNL/WOODRUM FIELD (ROA)

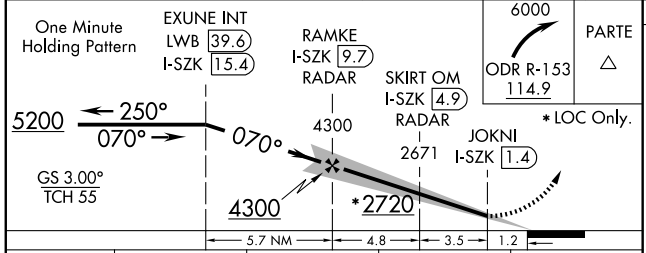
Circling NA NW of Rwy 6-24. Circling NA to Rwy 15.
RADAR or DME REQUIRED. Inoperative table does not apply to S-LDA-6. SKIRT MINIMUMS: For inoperative MALSR increase S-LDA-6 Cats A and B to 1½ and Cat C visibility to 1¾. When VGSI inop, straight-in/circling Rwy 6 procedure NA at night.

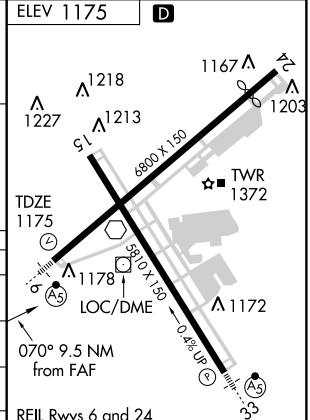
MALSR

MISSED APPROACH: Climbing right turn to 6000 via ODR R-153 to PARTE Int/LYH 28.6 DME and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7







CATEGORY	A	B	C	D
S-LDA/GS 6	1580-1 405 (500-1)			
S-LDA 6	2720-1½ 1545 (1600-1½)		2720-3 1545 (1600-3)	
CIRCLING	2720-1½ 1545 (1600-1½)		2720-3 1545 (1600-3)	
SKIRT OM/DME/RADAR				
S-LDA 6	1780-1 605 (700-1)		1780-1¼ 605 (700-1¼)	1780-1½ 605 (700-1½)
CIRCLING	1780-1½ 605 (700-1½)		1780-1¾ 605 (700-1¾)	1780-2 605 (700-2)

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6800
070°	TDZE	1176
	Apt Elev	1176

RNAV (GPS) RWY 6

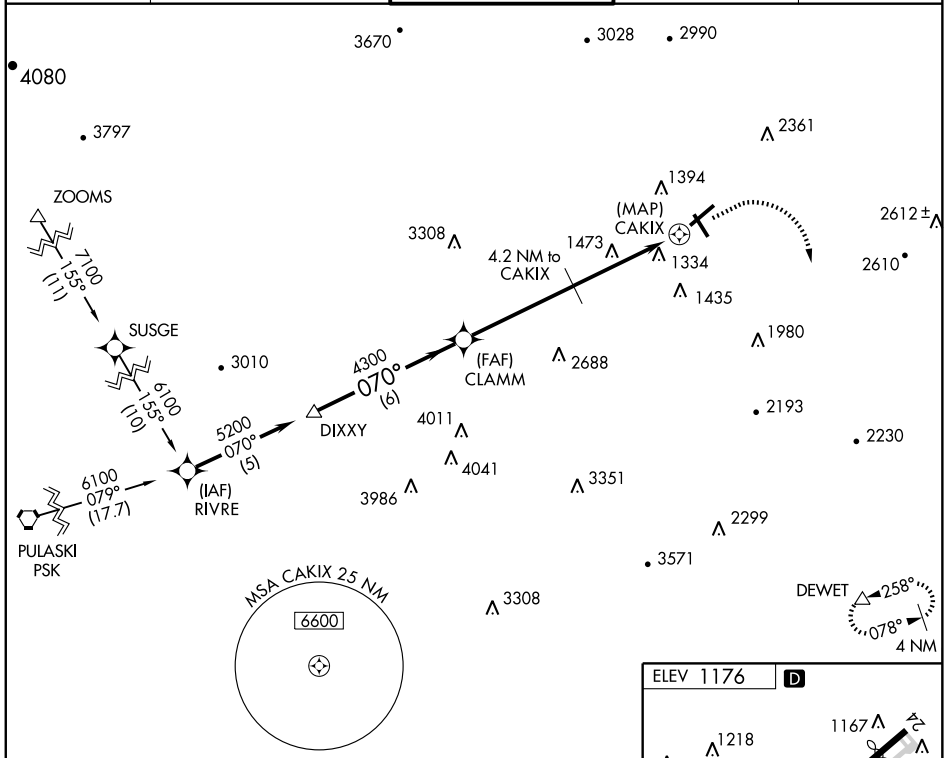
ROANOKE RGNL/WOODRUM FIELD (ROA)

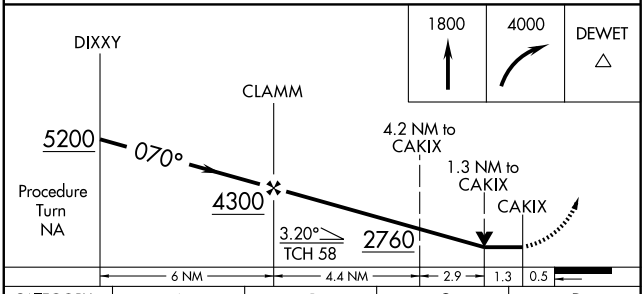
Circling to Rwy 15 is NA. Circling NA northwest Rwy 6-24. For inoperative MALSR, increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MALSR

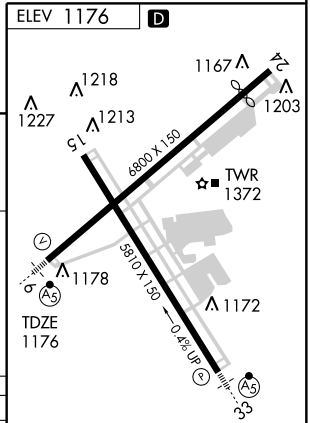
MISSED APPROACH: Climb to 1800, then climbing right turn to 4000 direct DEWET INT and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7





CATEGORY	A	B	C	D
LNAV MDA	1780-¾ 604 (700-¾)		1780-1¼ 604 (700-1¼)	1780-2 604 (700-2)
CIRCLING	1780-1 604 (700-1)		1780-1¾ 604 (700-1¾)	1840-2 664 (700-2)



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	6010
236°	TDZE	1170
	Apt Elev	1176

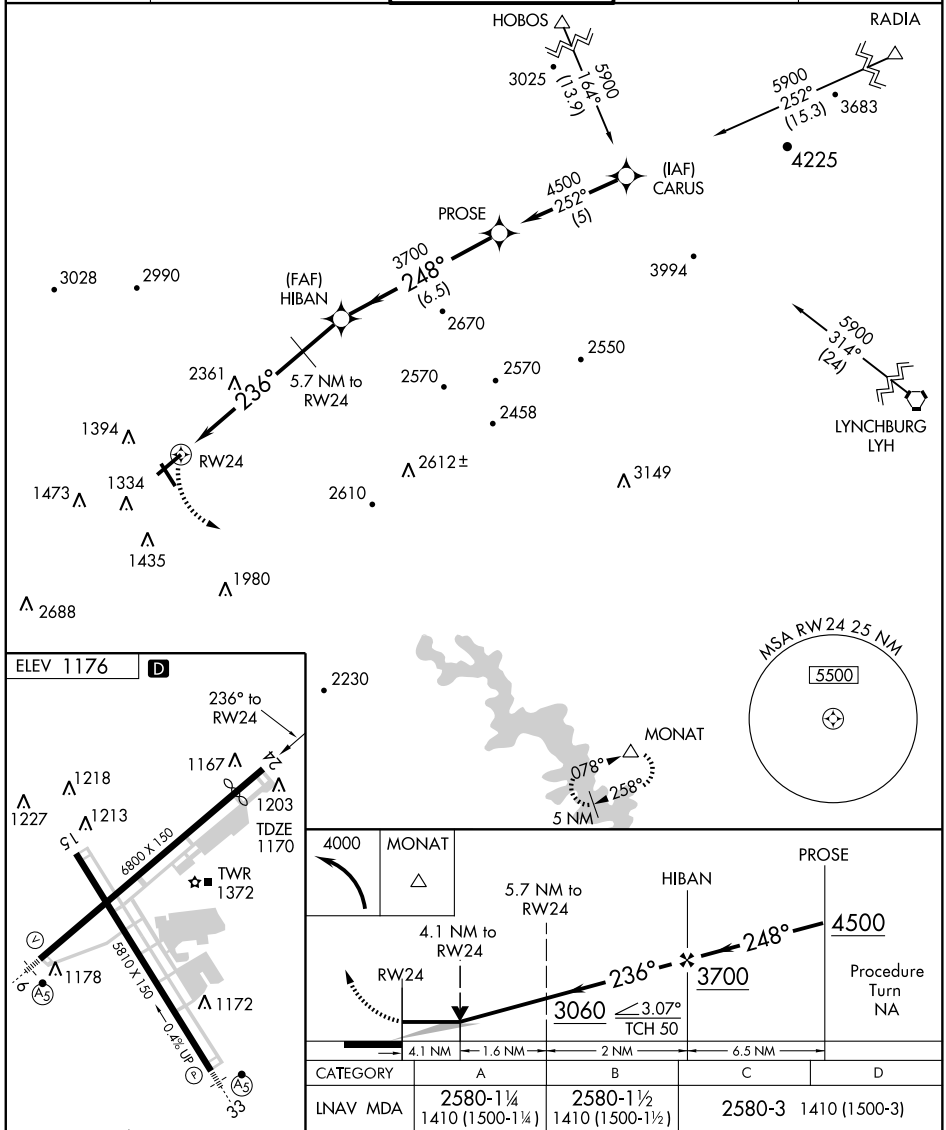
RNAV (GPS) RWY 24

ROANOKE RGNL/WOODRUM FIELD (ROA)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA northwest of Rwy 6-24. Circling to Rwy 15 is NA.

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7



CATEGORY	A	B	C	D
LNAV MDA	2580-1¼ 1410 (1500-1¼)	2580-1½ 1410 (1500-1½)	2580-3 1410 (1500-3)	
CIRCLING	2580-1¼ 1404 (1500-1¼)	2580-1½ 1404 (1500-1½)	2580-3 1404 (1500-3)	

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5800
334°	TDZE	1160
	Apt Elev	1176

RNAV (GPS) RWY 33

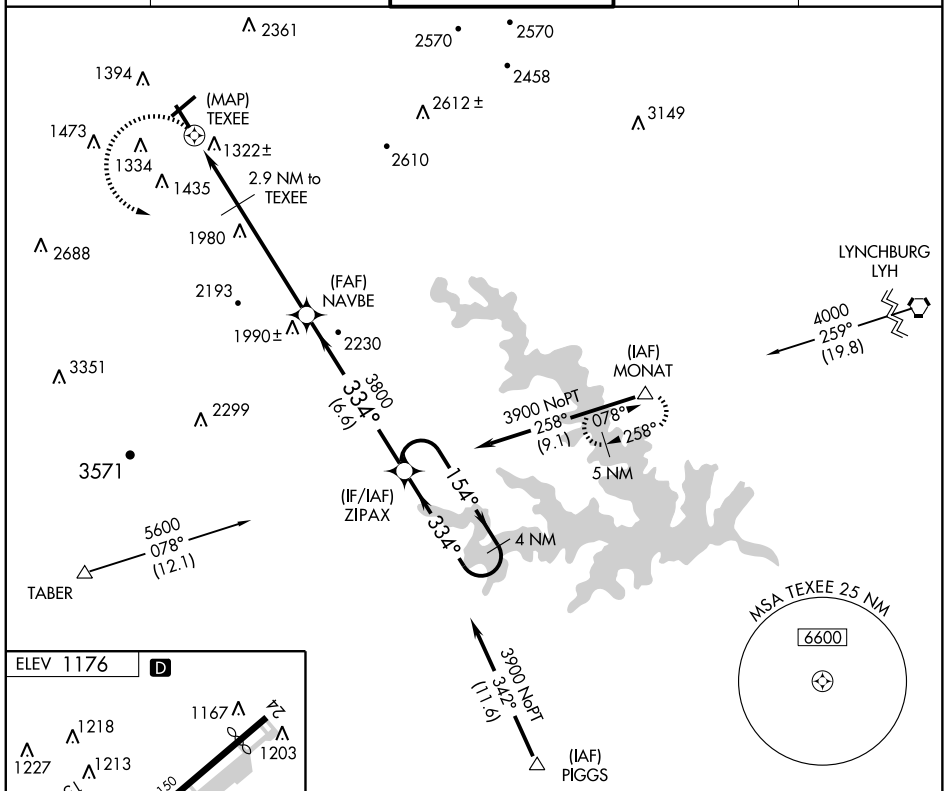
ROANOKE RGNL/WOODRUM FIELD (ROA)

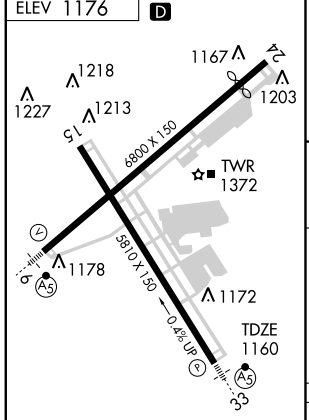
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV MDA Cat D visibility to 1¼ miles. Circling NA NW of Rwy 6-24. Circling to Rwy 15 NA.

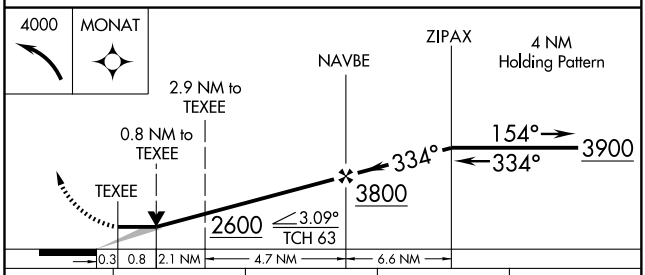
MALSR

MISSED APPROACH: Climbing left turn to 4000 direct MONAT WP and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7







CATEGORY	A	B	C	D
LNAV MDA	1580-½ 420 (500-½)		1580-¾ 420 (500-¾)	1580-1 420 (500-1)
CIRCLING	1640-1 464 (500-1)		1700-1½ 524 (600-1½)	1840-2 664 (700-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

VOR ODR	APP CRS	Rwy Idg	N/A
114.9	234°	TDZE	N/A
		Apt Elev	1175

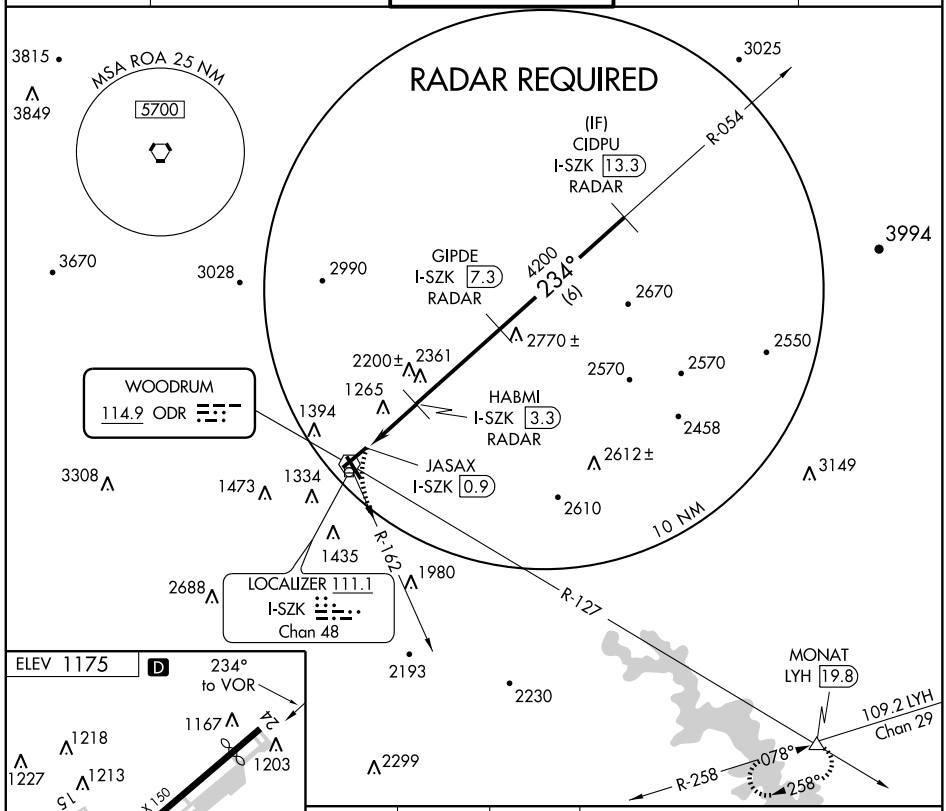
VOR/DME-A

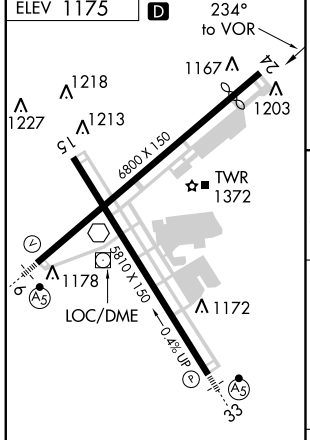
ROANOKE RGNL/WOODRUM FIELD (ROA)

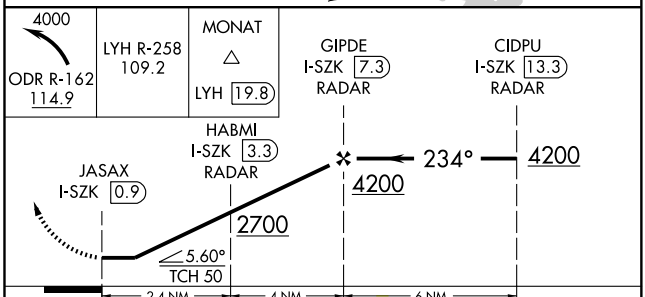
Simultaneous reception of ODR VOR and I-SZK DME required. DME from I-SZK LDA. Circling NA northwest of Rwy 6-24. Circling to Rwy 15 NA.

MISSED APPROACH: Climbing left turn to 4000 via ODR VOR R-162 and LYH VORTAC R-258 to MONAT/LYH 19.8 DME and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7







REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

CATEGORY	A	B	C	D
CIRCLING	1760-1	585 (600-1)	1760-1½ 585 (600-1½)	1780-2 605 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

VOR ODR	APP CRS	Rwy Idg	5810
114.9	333°	TDZE	1159
		Apt Elev	1175

VOR/NDB RWY 33

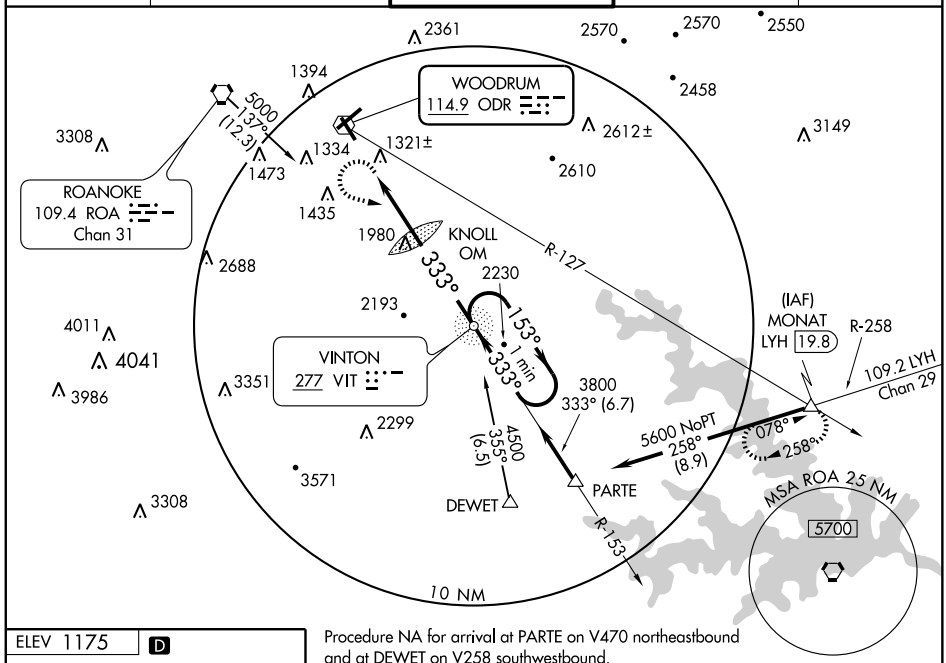
ROANOKE RGNL/WOODRUM FIELD (ROA)

Circling NA Northwest of Rwy 6-24.
Circling to Rwy 15 NA.

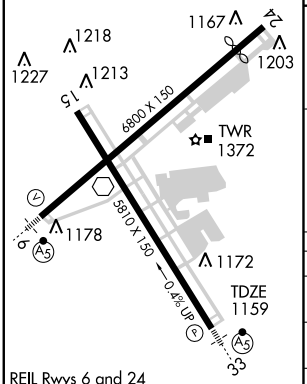
MALSR

MISSED APPROACH: Climbing left turn to 4000 via ODR R-127 to MONAT INT/LYH 19.8 and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
134.95	126.9 339.8	118.3 257.8	121.9 257.8	119.7



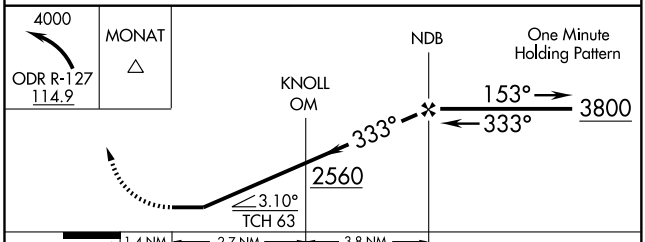
Procedure NA for arrival at PARTE on V470 northeastbound and at DEWET on V258 southwestbound.



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 15-33

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-33	2560-1¼ 1401 (1400-1¼)		2560-2½ 1401 (1400-2½)	
CIRCLING	2560-1¾ 1385 (1400-1¾)		2560-3 1385 (1400-3)	
KNOLL OM MINIMA				
S-33	1700-1¼ 541 (600-1¼)			
CIRCLING	1700-1¾ 525 (600-1¾)			1780-2 605 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	2135
006°	TDZE	30
	Apt Elev	30

GPS RWY 1

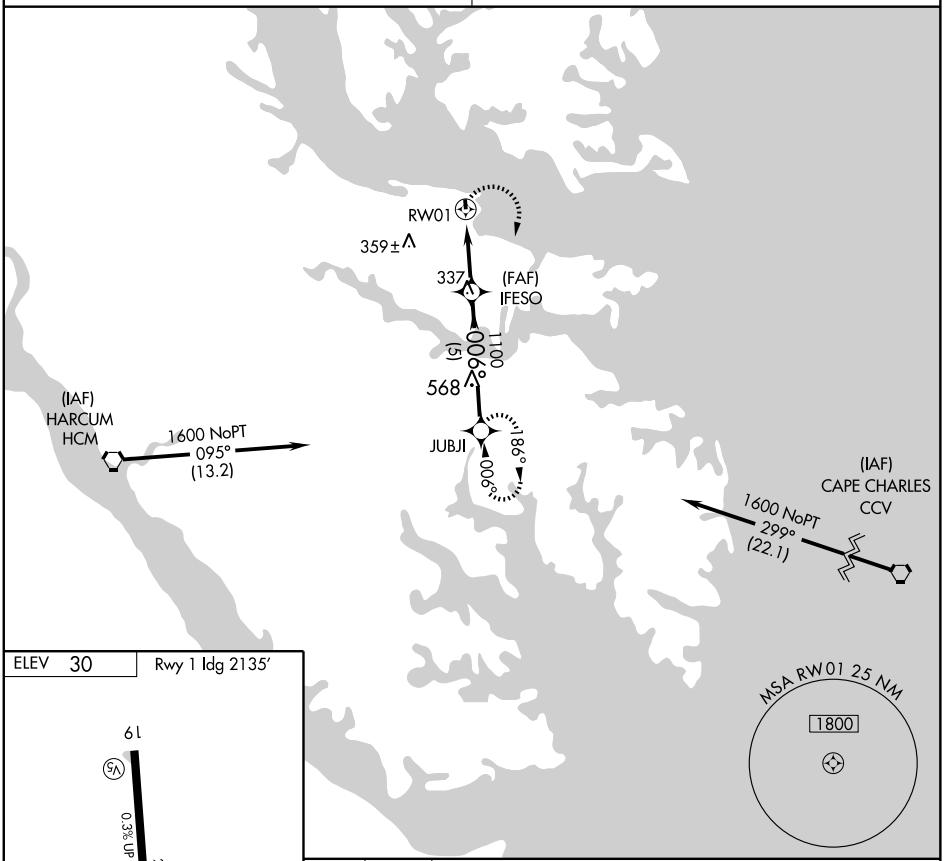
SALUDA/ HUMMEL FIELD (W75)

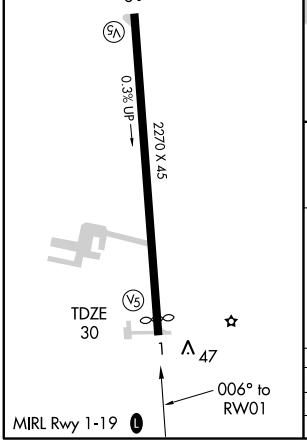
Use Newport News/Williamsburg Intl altimeter setting.
Circling NA at night to Rwy 19.

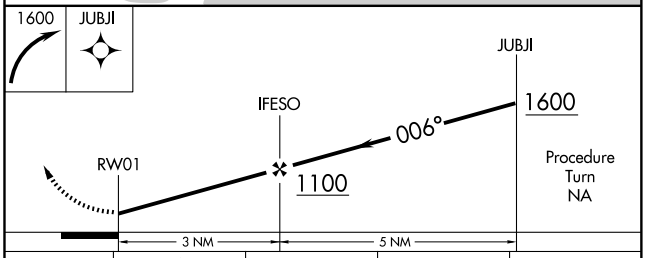
MISSED APPROACH: Climbing right turn to 1600 direct JUBJI WP and hold.

NORFOLK APP CON
126.05 370.925

UNICOM
123.0 (CTAF) L







CATEGORY	A	B	C	D
S-1	520-1	490 (500-1)	NA	
CIRCLING	520-1	490 (500-1)	NA	

NE-3. 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	4003
CH 77614	005°	TDZE	410
W01A		Apt Elev	420

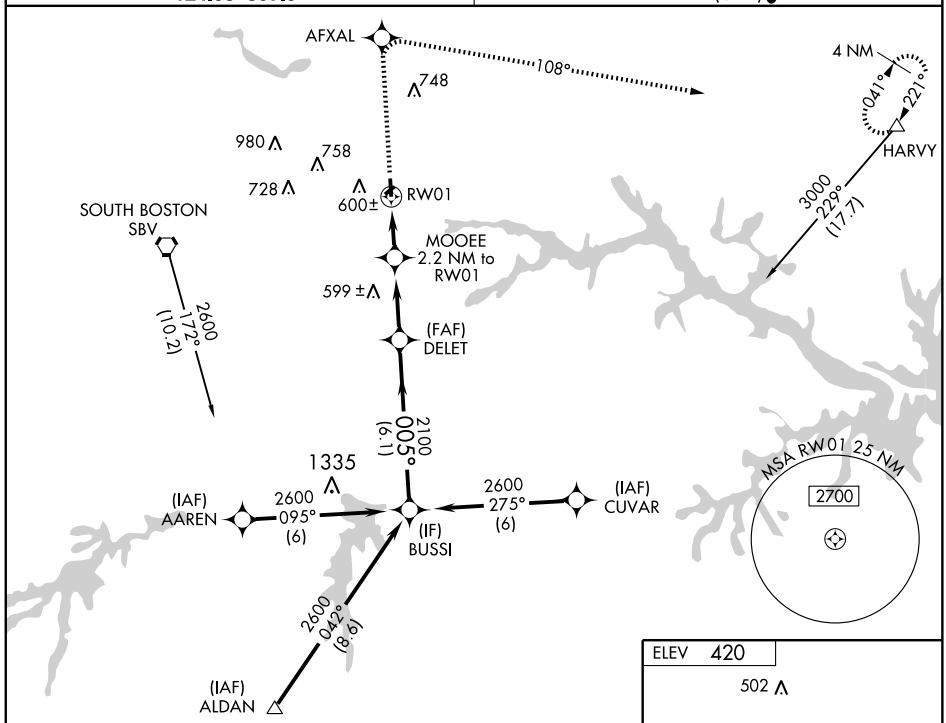
RNAV (GPS) RWY 1

SOUTH BOSTON / WILLIAM M. TUCK (W78)

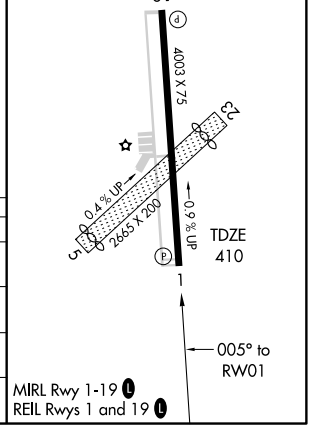
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all DA 87 feet, all MDA 100 feet, increase LPV all Cats and LNAV Cat C and circling Cat C visibilities ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA.

MISSED APPROACH: Climb to 3000 direct AFXAL and right turn via track 108° to HARVY and hold.

WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	739-1¼	329 (400- 1¼)		NA
LNAV/VNAV DA	772-1¼	362 (400- 1¼)		NA
LNAV MDA	800-1	390 (400- 1)		NA
CIRCLING	980-1	560 (600- 1)		NA



NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4003
185°	TDZE	420
	Apt Elev	420

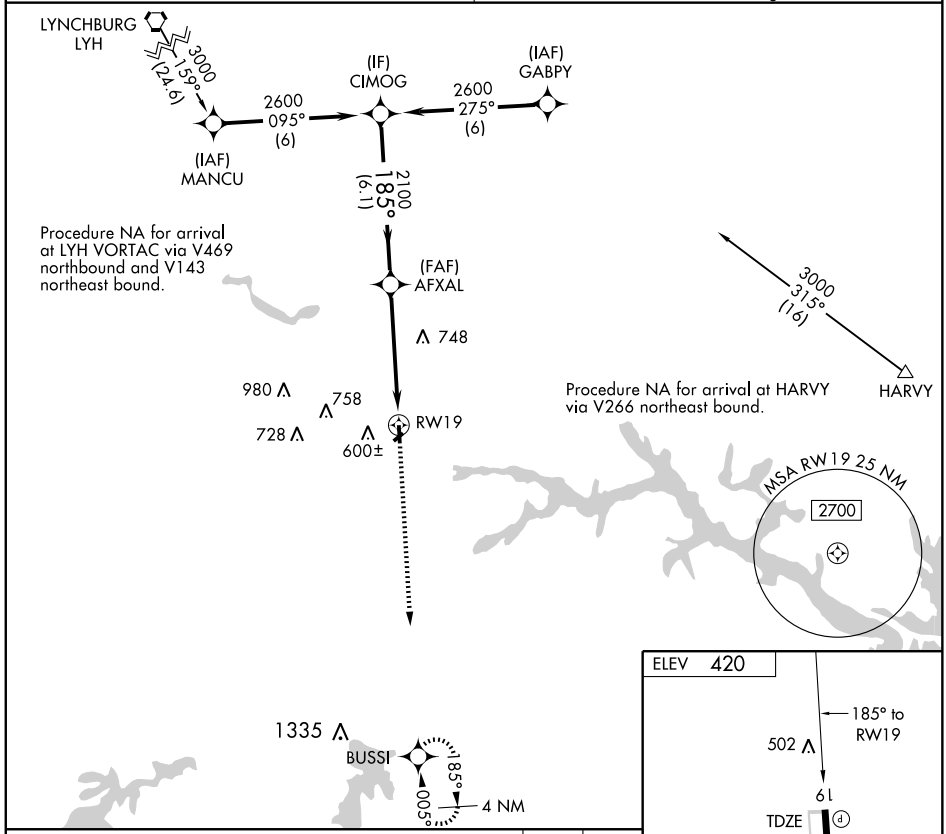
RNAV (GPS) RWY 19

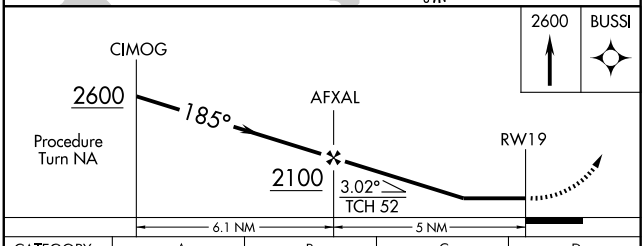
SOUTH BOSTON / WILLIAM M. TUCK (W78)

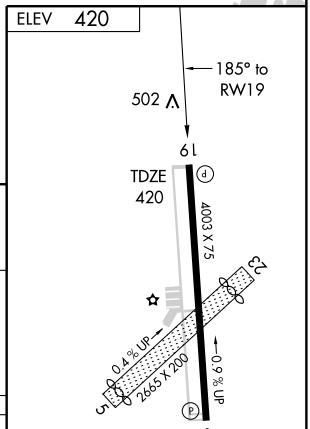
NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Danville Regional altimeter setting; when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, increase LNAV and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2600 direct BUSSI and hold.

WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1020-1	600 (600- 1)	1020-1½ 600 (600- 1½)	NA
CIRCLING	1020-1	600 (600- 1)	1020-1½ 600 (600- 1½)	NA

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

NE-3, 22 OCT 2009 to 19 NOV 2009

VOR SBV	APP CRS	Rwy Idg	N/A
110.4	081°	TDZE	N/A
Chan 41		Apt Elev	420

VOR-A

SOUTH BOSTON / WILLIAM M. TUCK (W78)

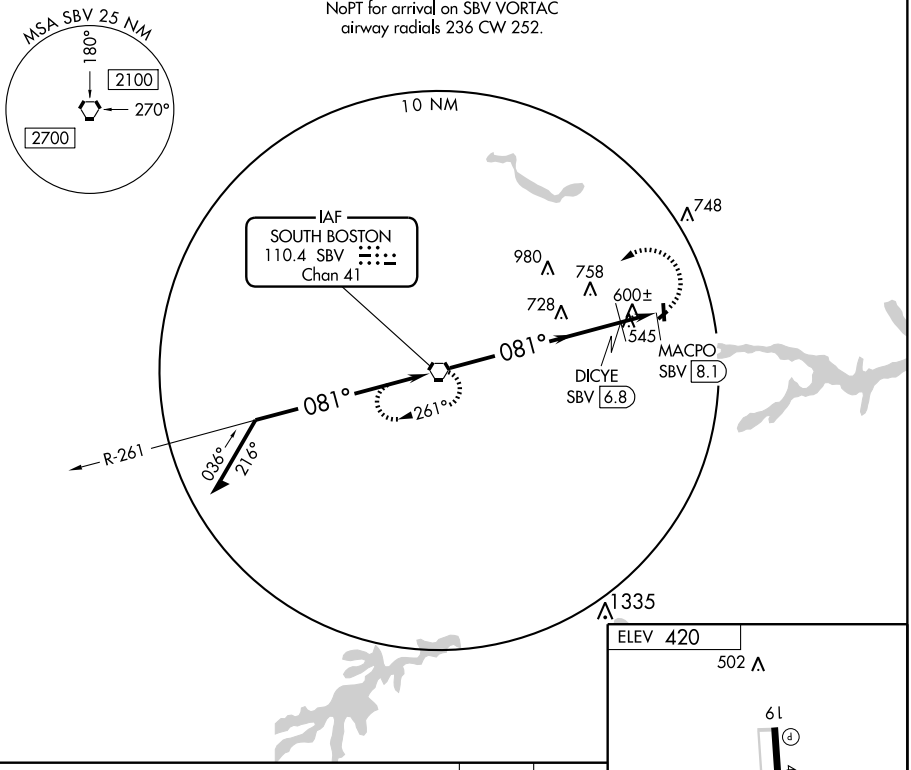
Use Danville Rgnl altimeter setting, when not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet, and increase all Cat C visibility ¼ mile.

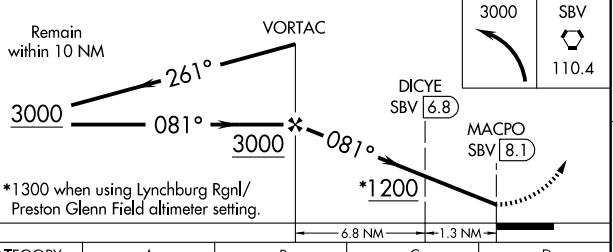
NA

MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

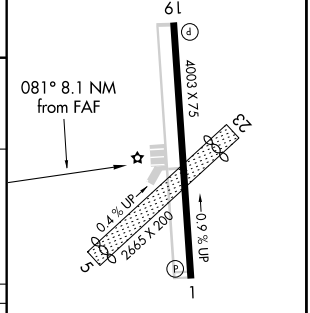
WASHINGTON CENTER	UNICOM
124.05 307.0	122.8 (CTAF) L

NoPT for arrival on SBV VORTAC airway radials 236 CW 252.





*1300 when using Lynchburg Rgnl/ Preston Glenn Field altimeter setting.



CATEGORY	A	B	C	D
CIRCLING	1200-1 780 (800-1)	1200-1¼ 780 (800-1¼)	1200-2¼ 780 (800-2¼)	NA

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

DICYE DME MINIMUMS

CIRCLING	960-1 540 (600-1)	960-1½ 540 (600-1½)	NA

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-3. 22 OCT 2009 to 19 NOV 2009

SOUTH HILL, VIRGINIA

AL-6793 (FAA)

APP CRS	Rwy Idg	5002
187°	TDZE	442
	Apt Elev	442

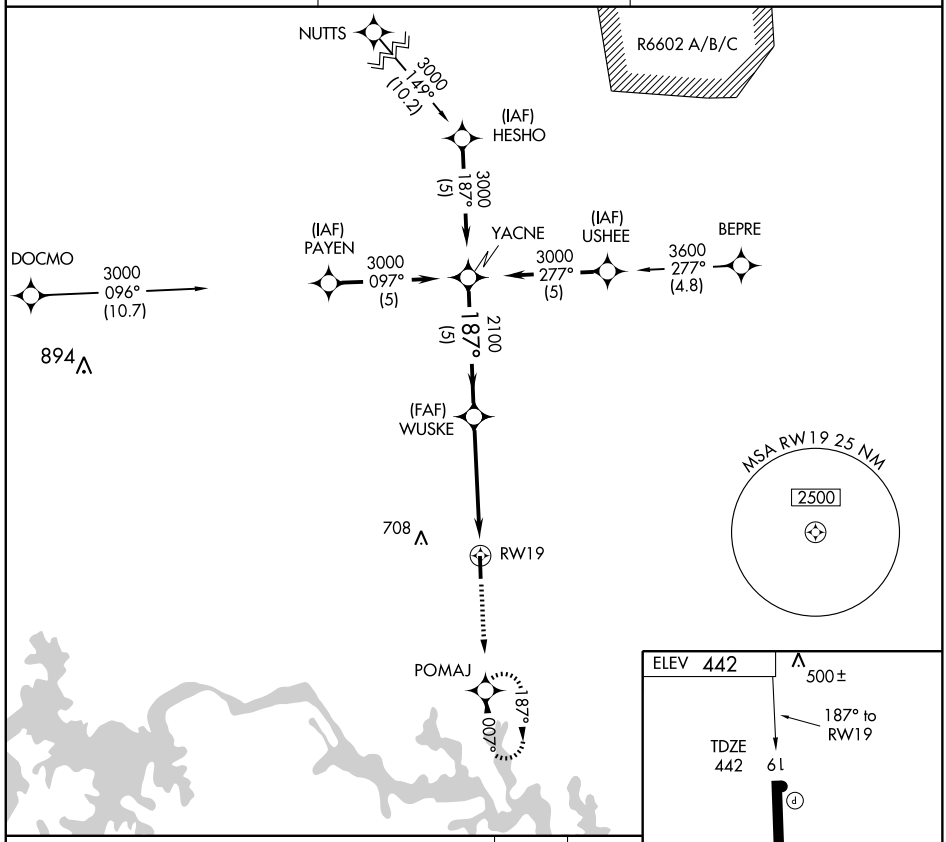
GPS RWY 19

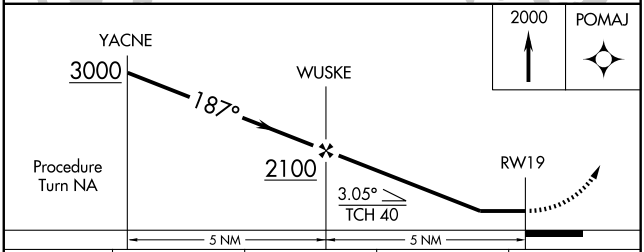
SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

T
NA

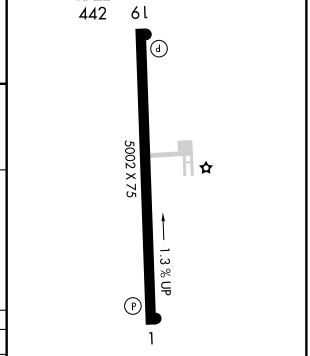
MISSED APPROACH: Climb to 2000 direct POMAJ WP and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-19	760-1 318 (400-1)			
CIRCLING	800-1 358 (400-1)	900-1 458 (500-1)	900-1½ 458 (500-1½)	1060-2 618 (700-2)



REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

NE-3, 22 OCT 2009 to 19 NOV 2009

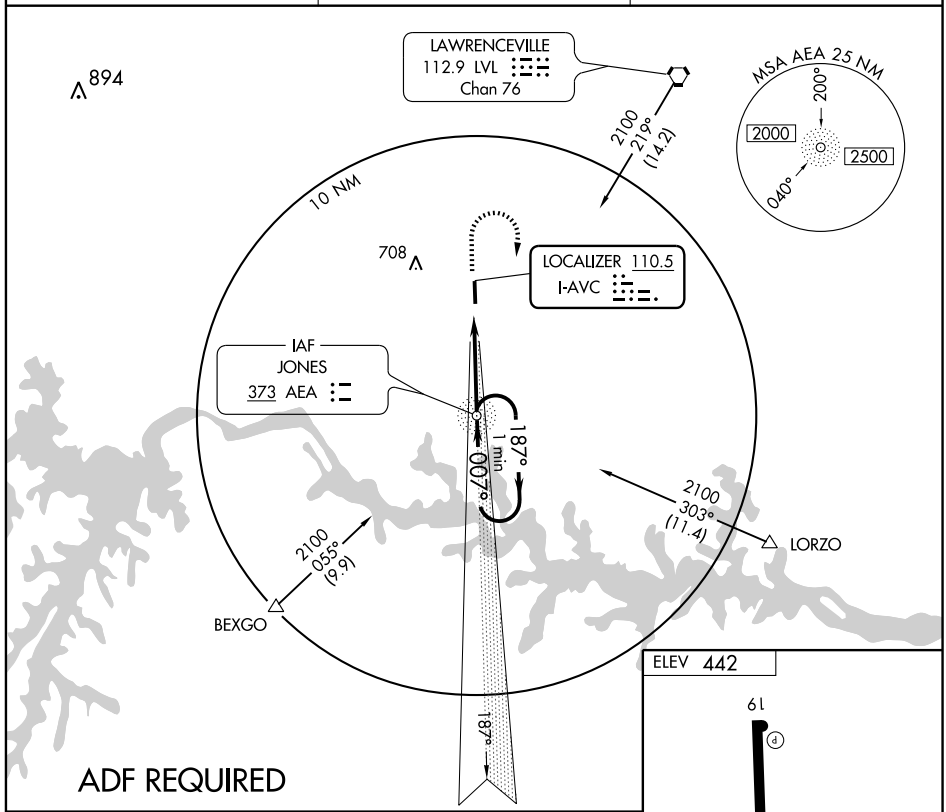
LOC I-AVC	APP CRS	Rwy Idg	5002
110.5	007°	TDZE	417
		Apt Elev	442

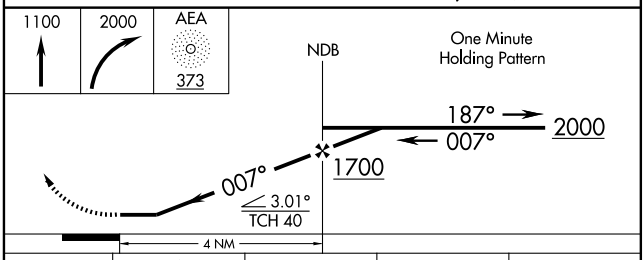
LOC RWY 1

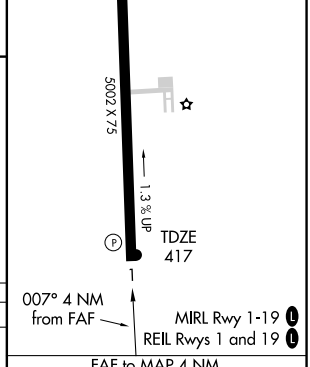
SOUTH HILL / MECKLENBURG-BRUNSWICK RGNL (AVC)

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct AEA NDB and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-1	800-1 383 (400-1)			800-1¼ 383 (400-1¼)
CIRCLING	800-1 358 (400-1)	900-1 458 (500-1)	900-1½ 458 (500-1½)	1060-2 618 (700-2)

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

NE-3, 22 OCT 2009 to 19 NOV 2009

STAFFORD, VIRGINIA

AL-9743 (FAA)

LOC/DME I-RMN	APP CRS	Rwy Idg	5000
108.75	329°	TDZE	196
Chan 24 (Y)		Apt Elev	212

ILS or LOC RWY 33

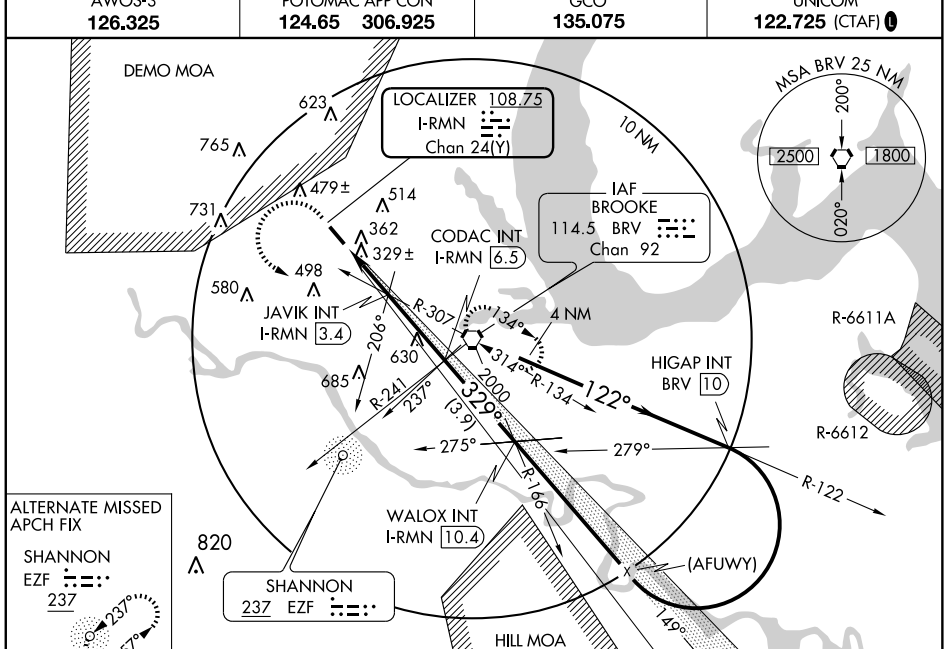
STAFFORD RGNL (RMN)

▼ ▲NA If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DH/MDAs 40 feet. Inoperative table does not apply to S-ILS 33 and to S-LOC Cats B and C. DME or ADF required.

MALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct BRV VORTAC and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) L

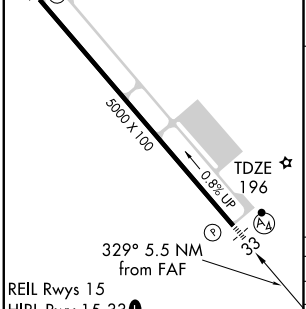


ALTERNATE MISSED APCH FIX

SHANNON EZF 237

237° 057°

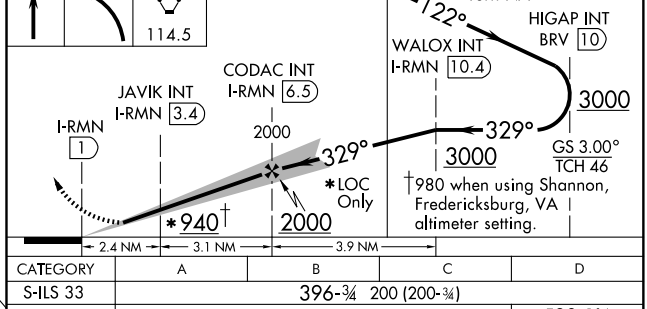
ELEV 212



REIL Rwys 15

HIRL Rwy 15-33 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 33	396-¾ 200 (200-¾)			
S-LOC 33	580-¾ 384 (400-¾)			580-1¼ 384 (400-1¼)
CIRCLING	720-1 508 (600-1)	740-1 528 (600-1)	840-1¾ 628 (700-1¾)	860-2 648 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	5000
CH 81805	329°	TDZE	196
W33A		Apt Elev	212

RNAV (GPS) RWY 33

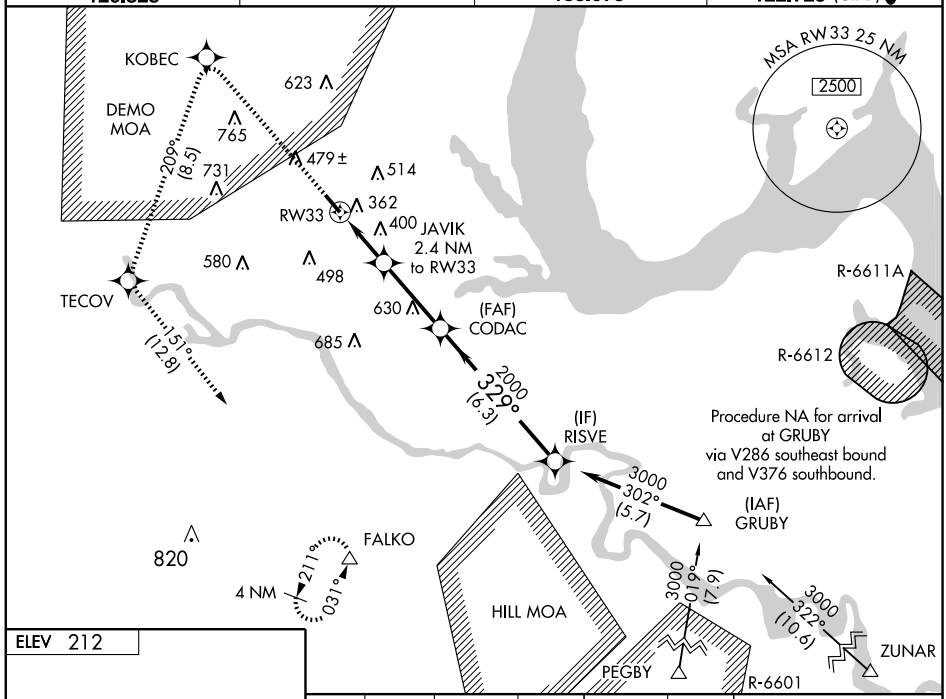
STAFFORD RGNL (RMN)

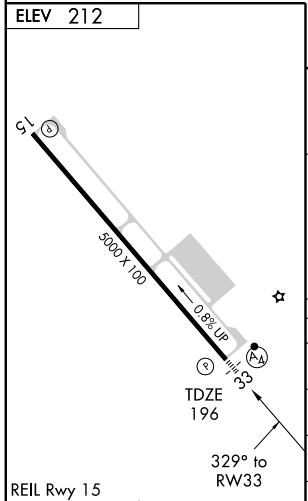
▼ NA — If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DAs/MDAs 40 feet. Baro/VNAV NA below -15°C (5°F). VDP and Baro-VNAV NA when using Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA.

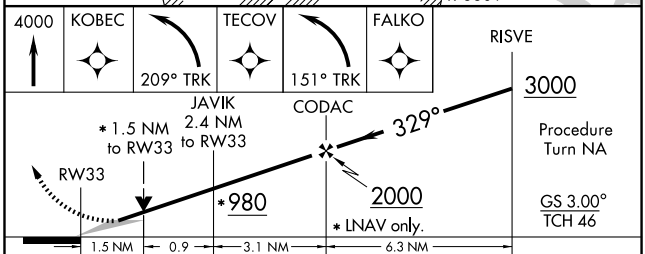
MALS

MISSED APPROACH: Climb to 4000 direct KOBEC and left turn via 209° track to TECOV and left turn via 151° track to FALKO and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	450-¾ 254 (300-¾)			450-1 254 (300-1)
LNAV/VNAV DA	460-¾ 264 (300-¾)			460-1 264 (300-1)
LNAV MDA	700-¾ 504 (500-¾)		700-1½ 504 (500-1½)	
CIRCLING	720-1 508 (600-1)	740-1 528 (600-1)	840-1¾ 628 (700-1¾)	880-2 668 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC BRV	APP CRS	Rwy Idg	5000
114.5	314°	TDZE	196
Chan 92		Apt Elev	212

VOR RWY 33

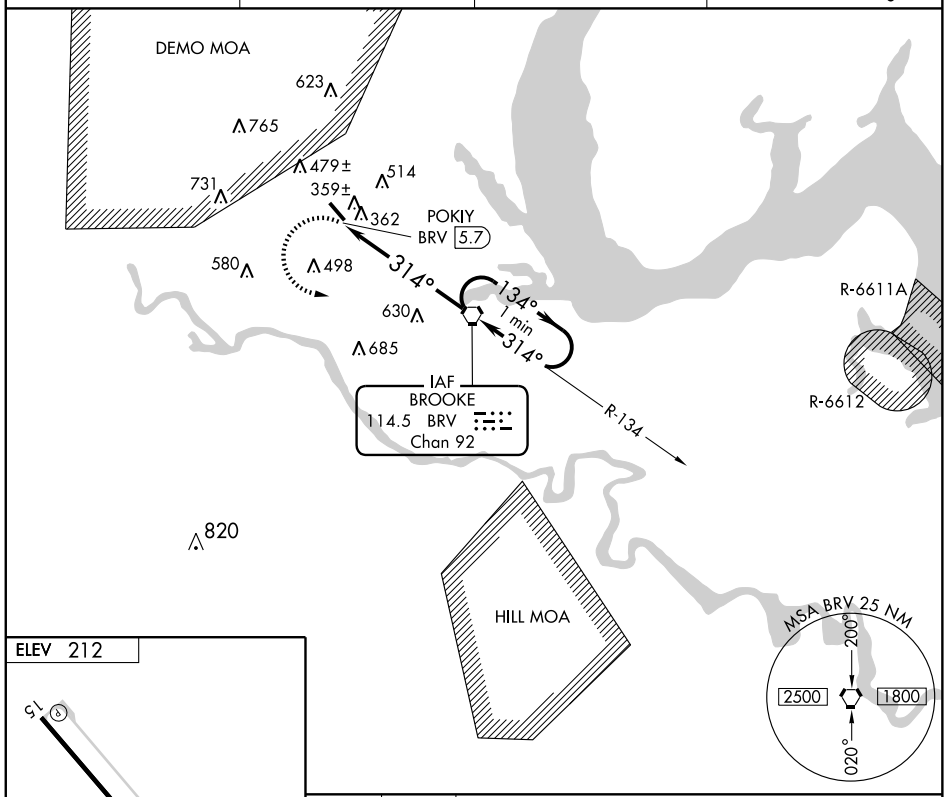
STAFFORD RGNL (RMN)

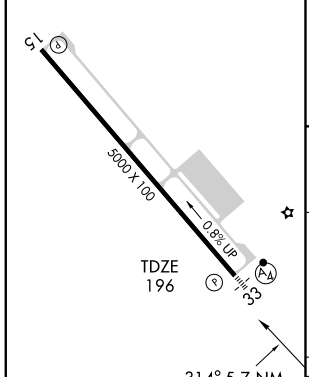
If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all MDAs 40 feet. VDP NA with Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to Cat C.

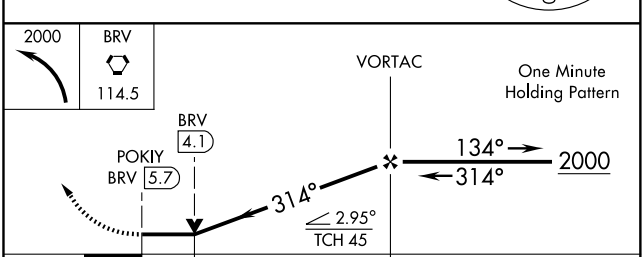
MALS

MISSED APPROACH: Climbing left turn to 2000 direct BRV VORTAC and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
126.325	124.65 306.925	135.075	122.725 (CTAF) L







FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-33	740-¾ 544 (600-¾)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1 528 (600-1)		840-1¾ 628 (700-1¾)	860-2 648 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

LOC I-SHD	APP CRS	Rwy Idg	6002
109.5	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

ILS or LOC RWY 5

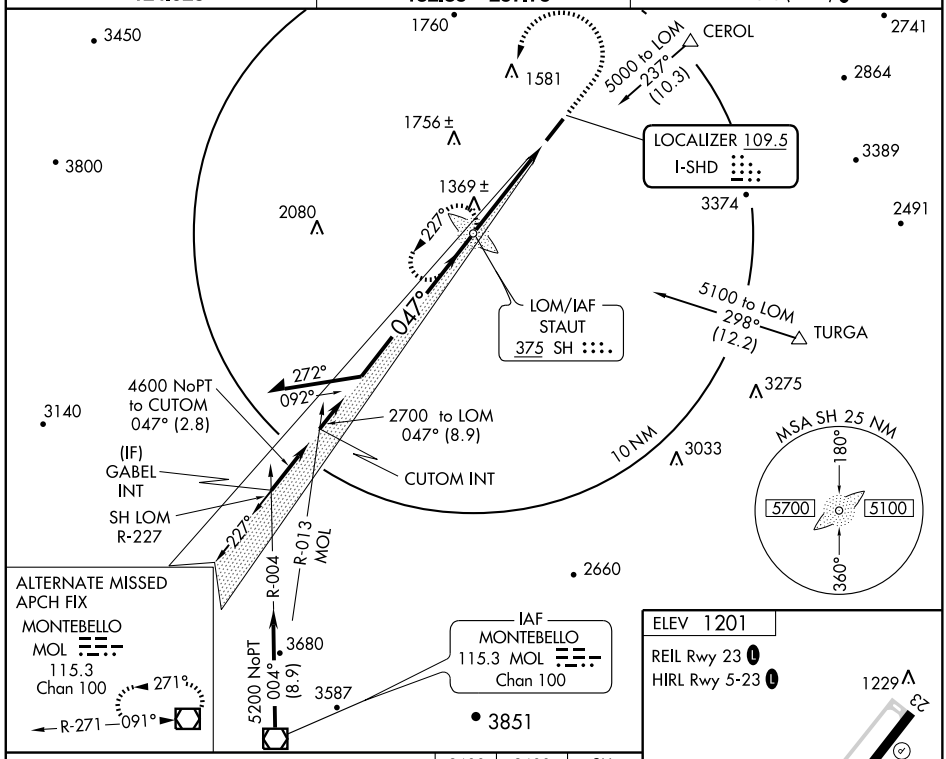
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

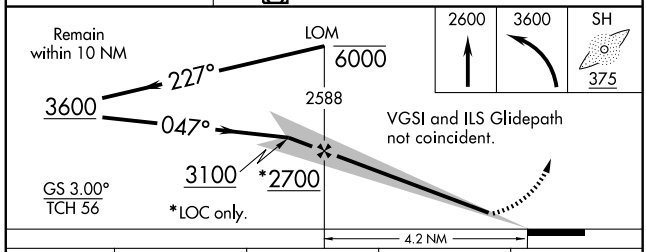
ADF Required. Autopilot coupled approach NA below 1494 feet. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase ILS visibility ¼ mile all Cats, LOC visibility Cat C/D ¼ mile and Circling Cat D ½ mile. For inoperative MALSR when using Charlottesville altimeter setting, increase ILS visibility to 1¼ miles.

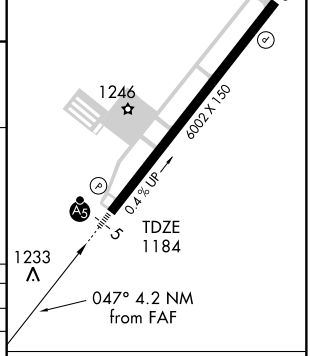
MALSR

MISSED APPROACH: Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF)







CATEGORY	A	B	C	D
S-ILS 5	1384-½ 200 (200-½)			
S-LOC 5	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3. 22 OCT 2009 to 19 NOV 2009

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

LOM SH	APP CRS	Rwy Idg	6002
375	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

NDB RWY 5

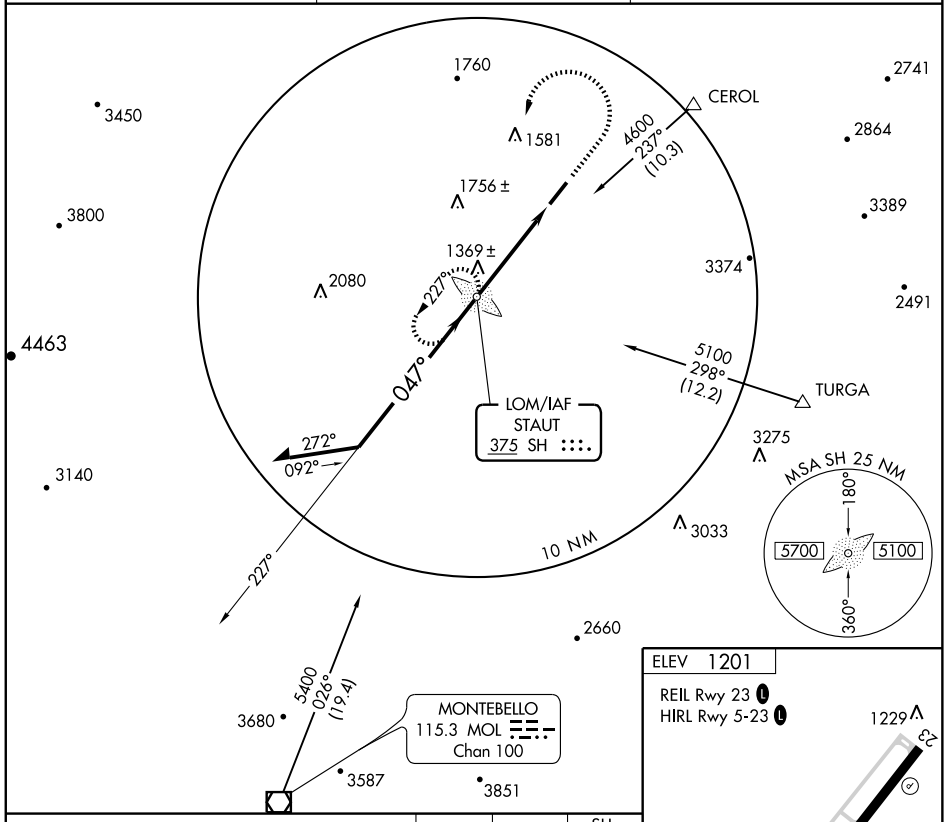
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

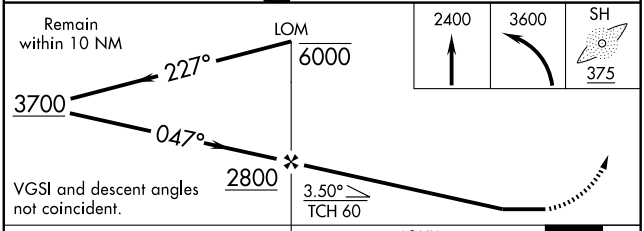
When local altimeter setting not received, use Charlottesville altimeter setting: increase all MDAs 140 feet and visibility S-5 and Circling Cat C/D ½ mile.

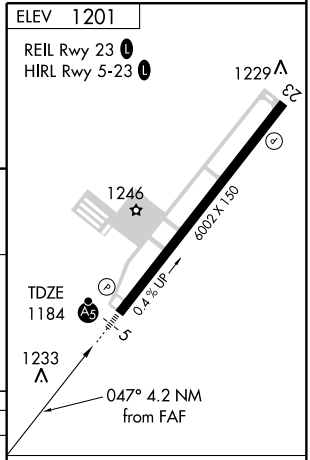
MALSR

MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-5	1760-¾ 576 (600-¾)		1760-1 576 (600-1)	1760-1½ 576 (600-1½)
CIRCLING	1760-1 559 (600-1)		1760-1½ 559 (600-1½)	1820-2 619 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3. 22 OCT 2009 to 19 NOV 2009

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

WAAS	APP CRS	Rwy Idg	6002
CH 81913	047°	TDZE	1184
W05A		Apt Elev	1201

AL-5369 (FAA)

RNAV (GPS) RWY 5

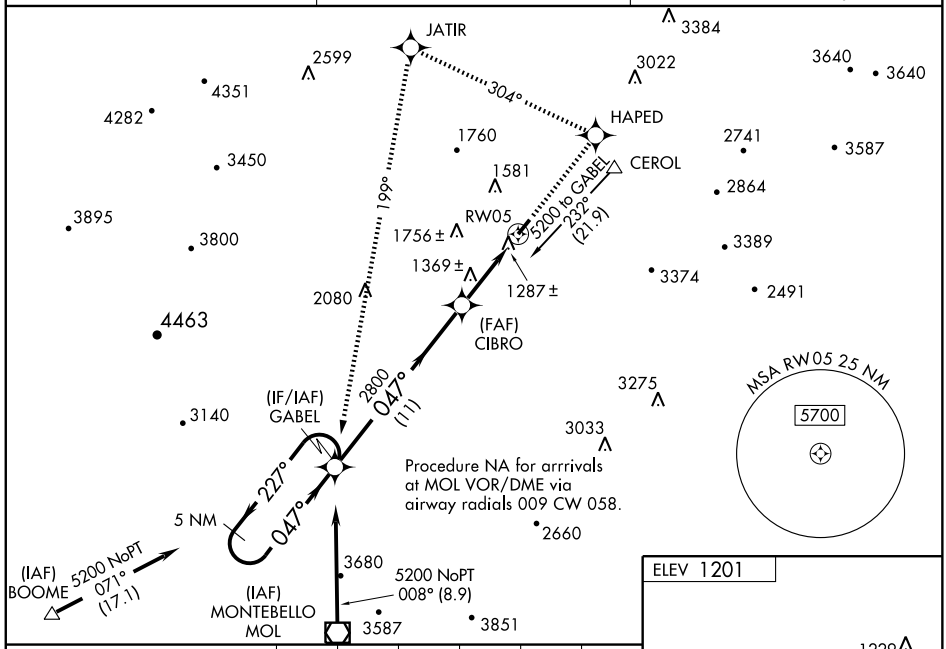
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

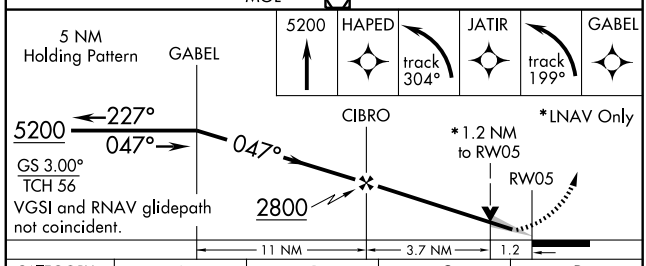
For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cat C/D ¼ mile and Circling Cat D ½ mile.

MALSR

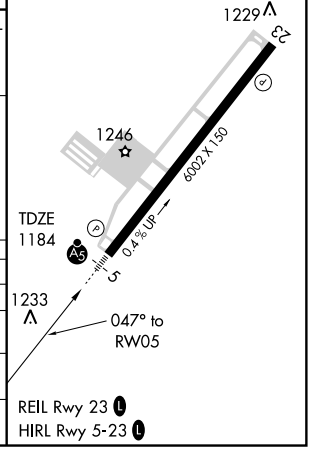
MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1384- ½ 200 (200- ½)			
LNAV/ VNAV DA	1563- ¾ 379 (400- ¾)			
LNAV MDA	1620- ½ 436 (500- ½)		1620- ¾ 436 (500- ¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)



NE-3. 22 OCT 2009 to 19 NOV 2009

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

WAAS	APP CRS	Rwy Idg	6002
CH 78113	227°	TDZE	1201
W23A		Apt Elev	1201

AL-5369 (FAA)

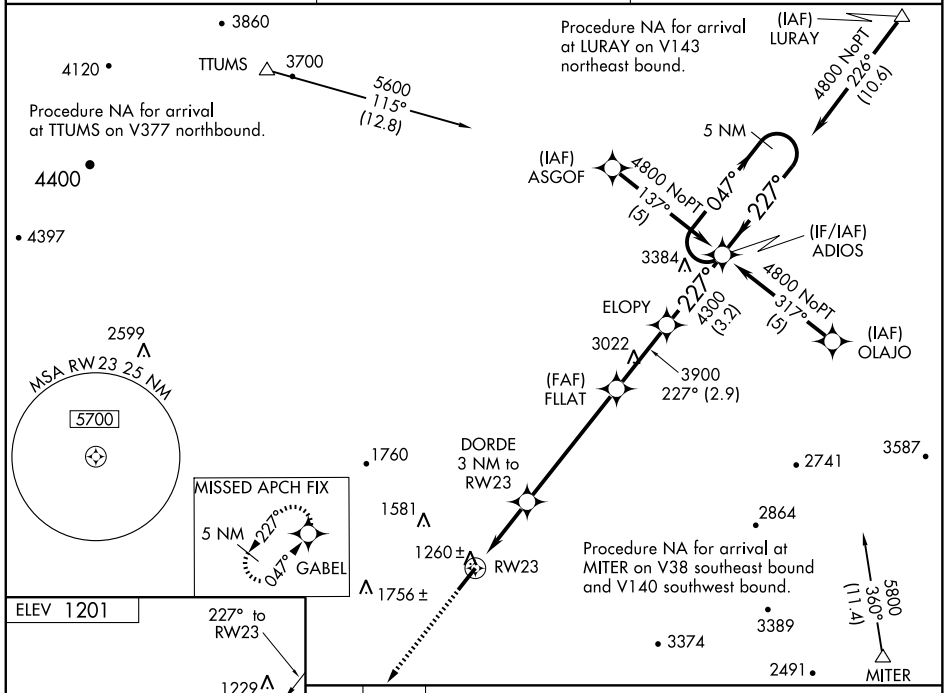
RNAV (GPS) RWY 23

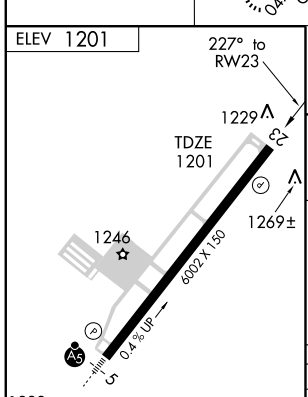
STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)

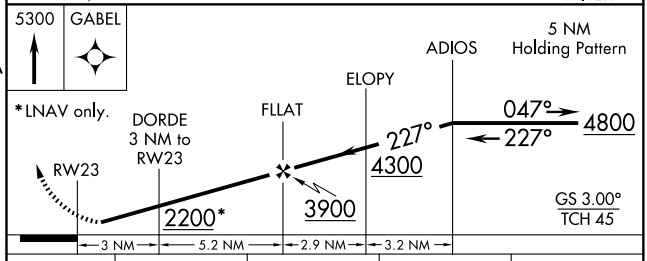
Baro-VNAV NA when using Charlottesville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile and LNAV Cat D and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

AWOS-3	POTOMAC APP CON	UNICOM
124.925	132.85 257.75	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1451-1 250 (300-1)			
LNAV/VNAV DA	1530-1¼ 329 (400-1¼)			
LNAV MDA	1520-1 319 (400-1)			
CIRCLING	1600-1 399 (400-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

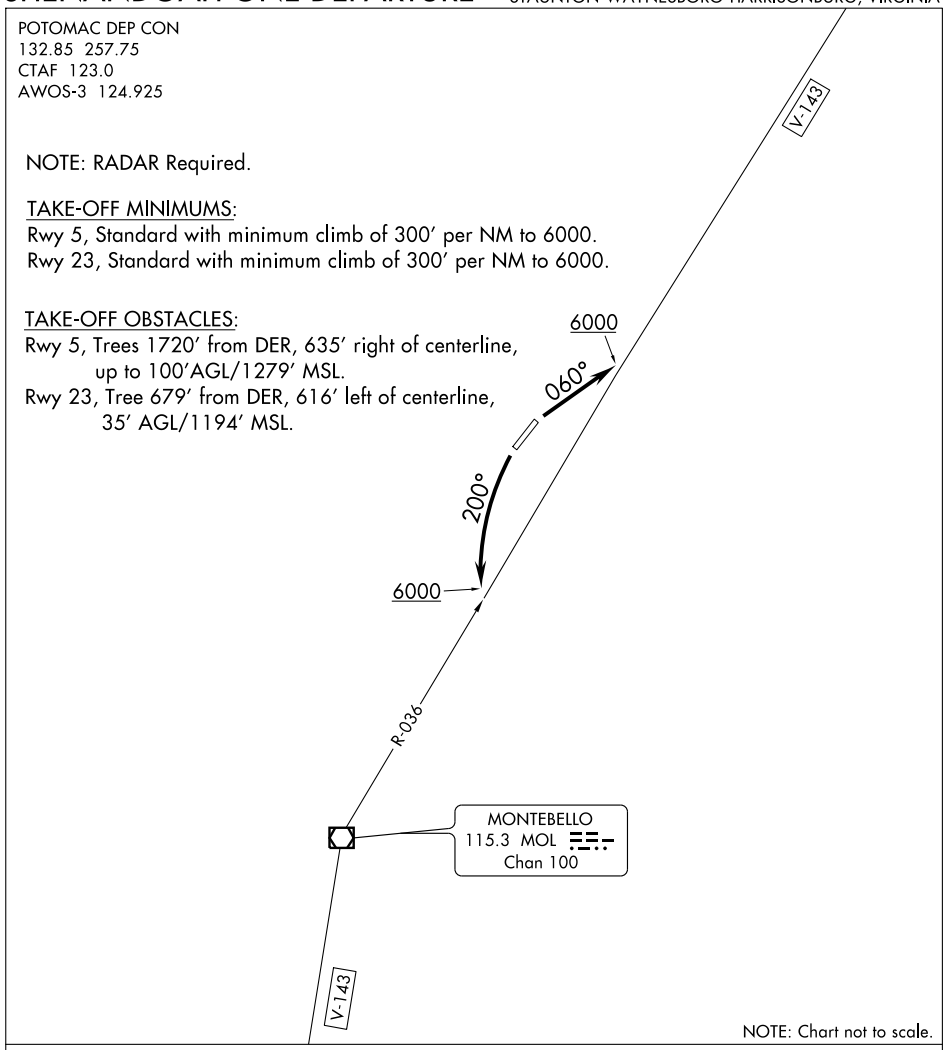
SHENANDOAH ONE DEPARTURE

POTOMAC DEP CON
132.85 257.75
CTAF 123.0
AWOS-3 124.925

NOTE: RADAR Required.

TAKE-OFF MINIMUMS:
Rwy 5, Standard with minimum climb of 300′ per NM to 6000.
Rwy 23, Standard with minimum climb of 300′ per NM to 6000.

TAKE-OFF OBSTACLES:
Rwy 5, Trees 1720′ from DER, 635′ right of centerline, up to 100′AGL/1279′ MSL.
Rwy 23, Tree 679′ from DER, 616′ left of centerline, 35′ AGL/1194′ MSL.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence. . . .
TAKE-OFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence . . . .

. . . . expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

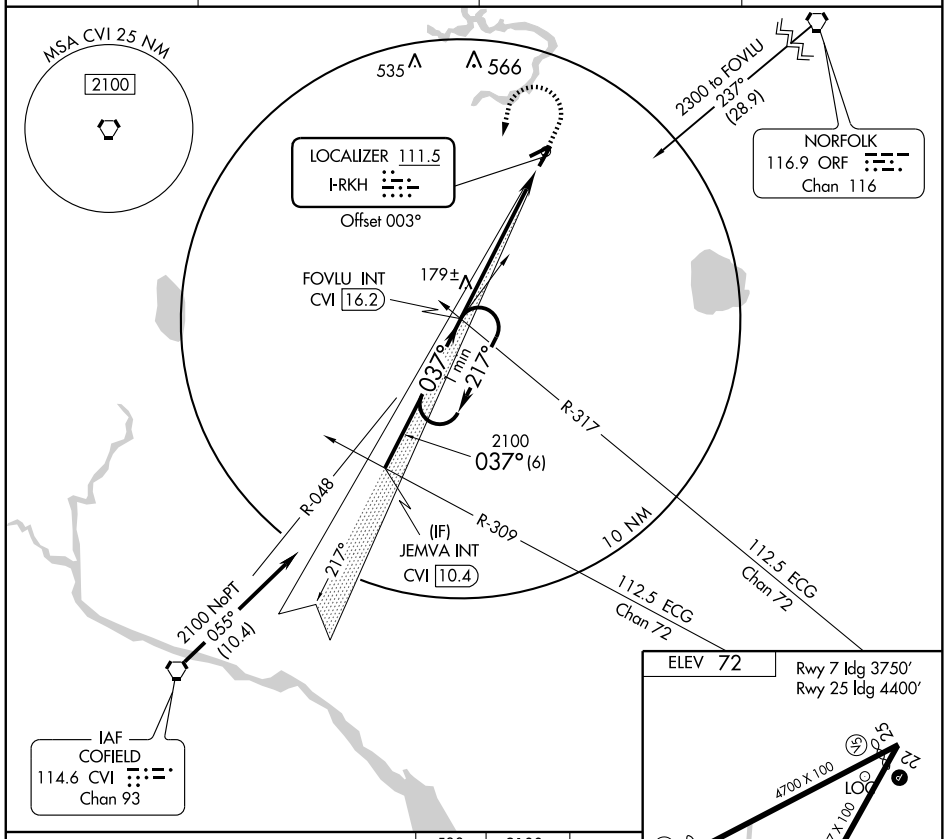
LOC I-RKH	APP CRS	Rwy Idg	5007
111.5	037°	TDZE	67
		Apt Elev	72

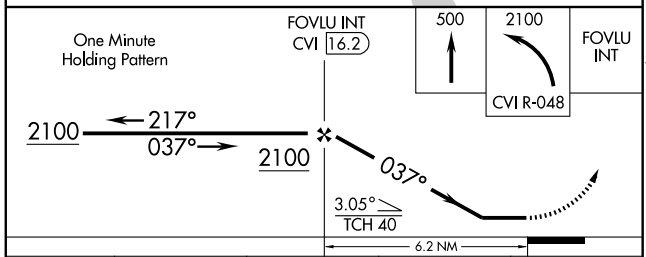
LOC RWY 4
SUFFOLK EXECUTIVE (SFQ)

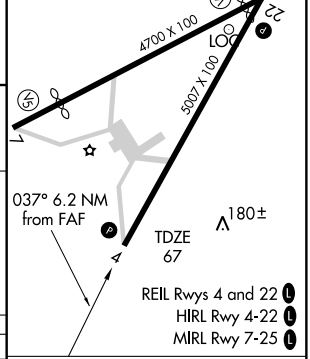
▼ NA If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 500, then climbing left turn to 2100 via CVI R-048 to FOVLU and hold.

AWOS-3	NORFOLK APP CON	UNICOM	GCO
119.375	127.9 269.42	122.7 (CTAF) L	135.075







CATEGORY	A	B	C	D
S-4	440-1 373 (400-1)			NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA

FAF to MAP 6.2 NM					
Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5007
040°	TDZE	67
	Apt Elev	72

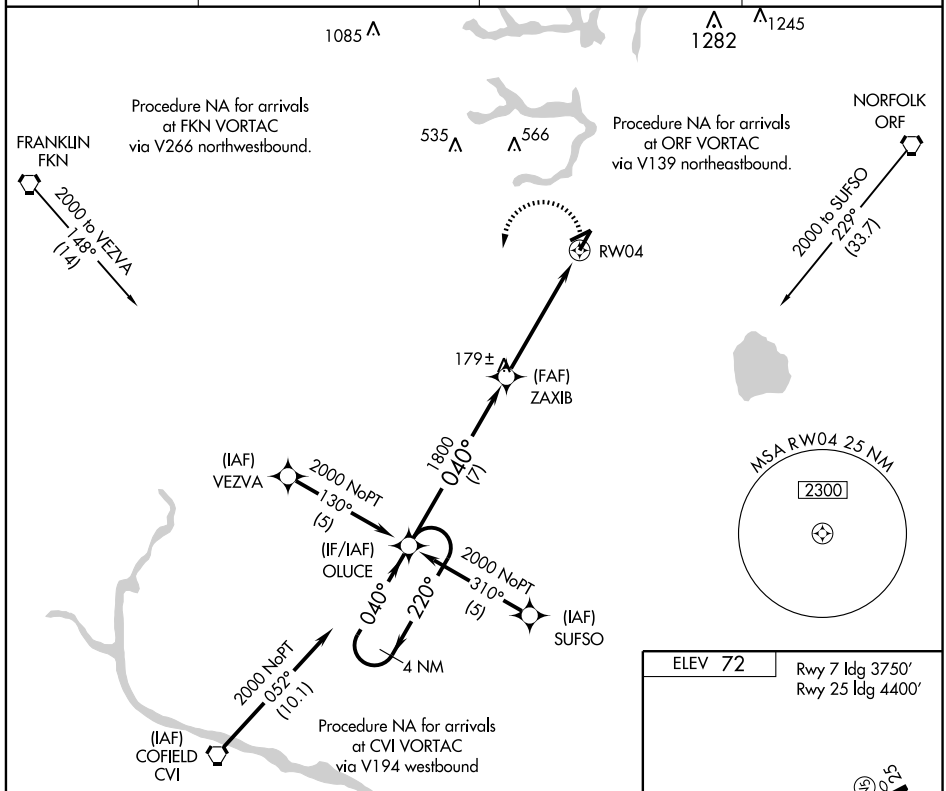
RNAV (GPS) RWY 4

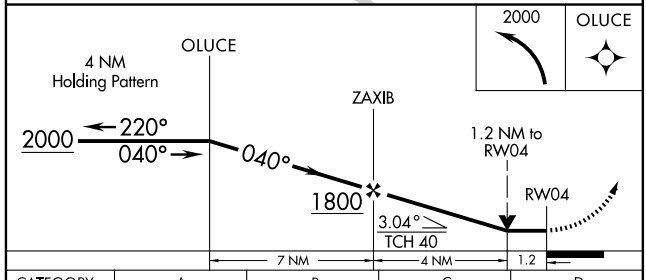
SUFFOLK EXECUTIVE (SFQ)

If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. VDP NA when using Norfolk Intl altimeter setting. DME/DME RNP-0.3 NA.

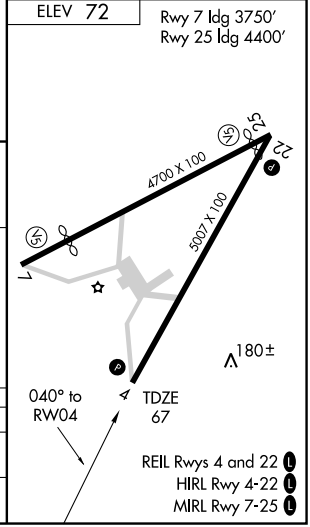
MISSED APPROACH: Climbing left turn to 2000 direct OLUCE and hold.

AWOS-3	NORFOLK APP CON	UNICOM	GCO
119.375	127.9 269.42	122.7 (CTAF) L	135.075





CATEGORY	A	B	C	D
LNAV MDA	480-1 413 (500-1)		480-1¼ 413 (500-1¼)	NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA



NE-3. 22 OCT 2009 to 19 NOV 2009

SUFFOLK, VIRGINIA

AL-6498 (FAA)

APP CRS	Rwy Idg	3750
074°	TDZE	72
	Apt Elev	72

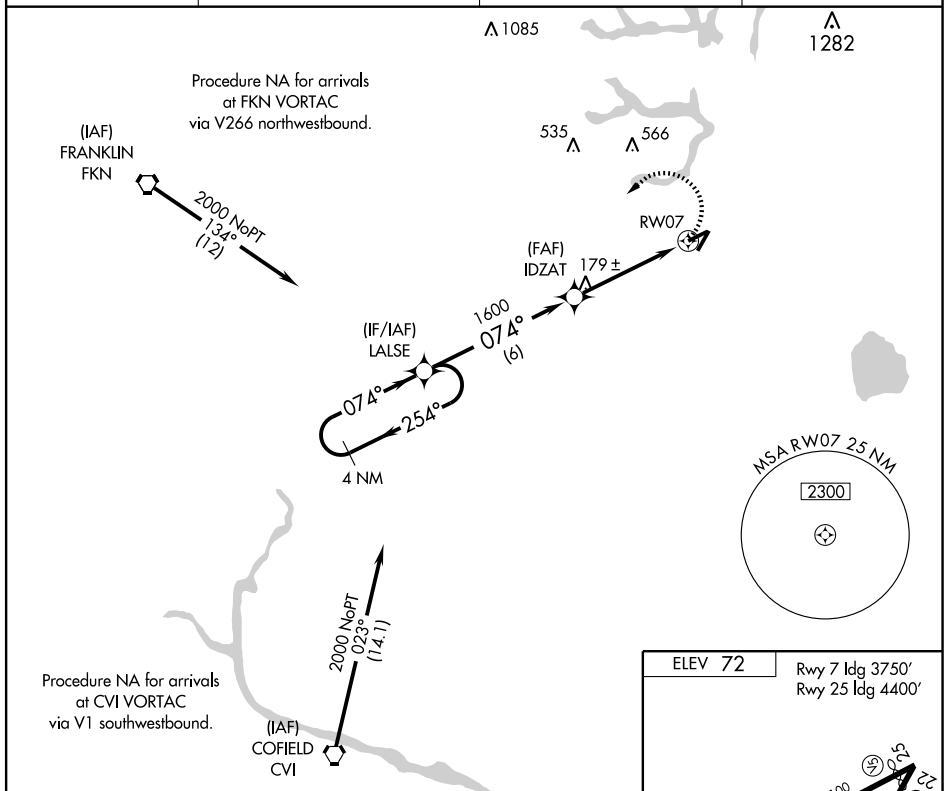
RNAV (GPS) RWY 7

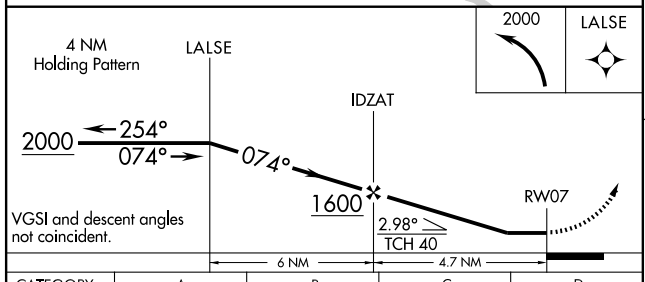
SUFFOLK EXECUTIVE (SFQ)

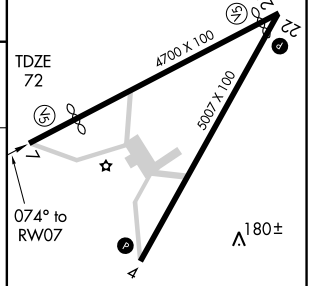
If local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct LALSE and hold.

AWOS-3	NORFOLK APP CON	UNICOM	GCO
119.375	127.9 269.42	122.7 (CTAF) L	135.075







CATEGORY	A	B	C	D
LNAV MDA	480-1 408 (500-1)		480-1¼ 408 (500-1¼)	NA
CIRCLING	480-1 408 (500-1)	540-1 468 (500-1)	540-1½ 468 (500-1½)	NA

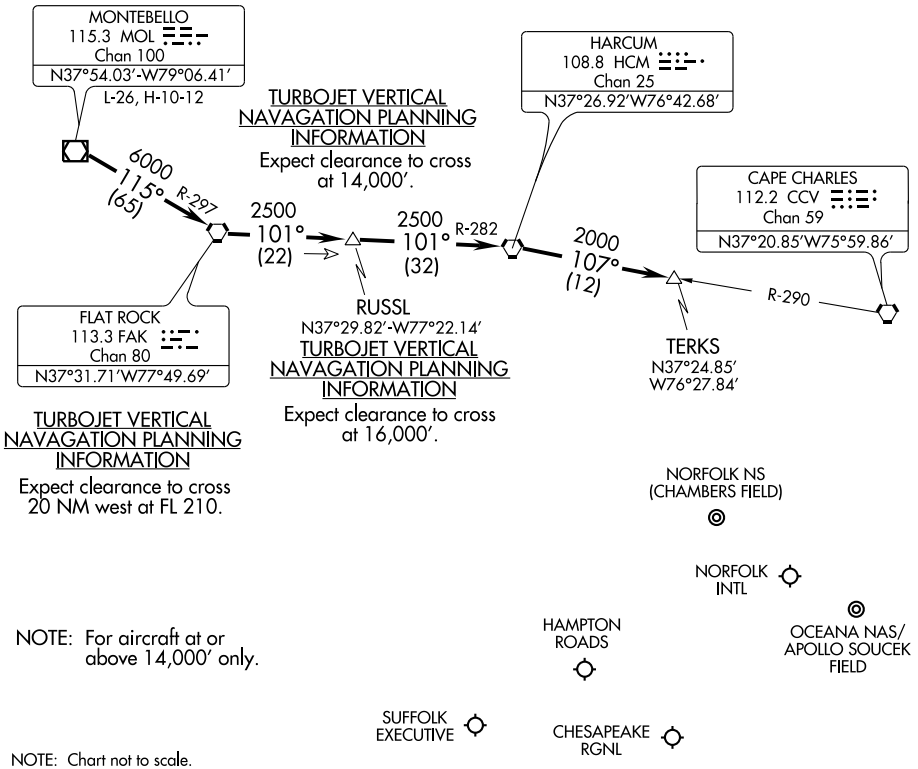
REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L
MIRL Rwy 7-25 L

NE-3. 22 OCT 2009 to 19 NOV 2009

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	N/A
011°	TDZE	N/A
	Apt Elev	5

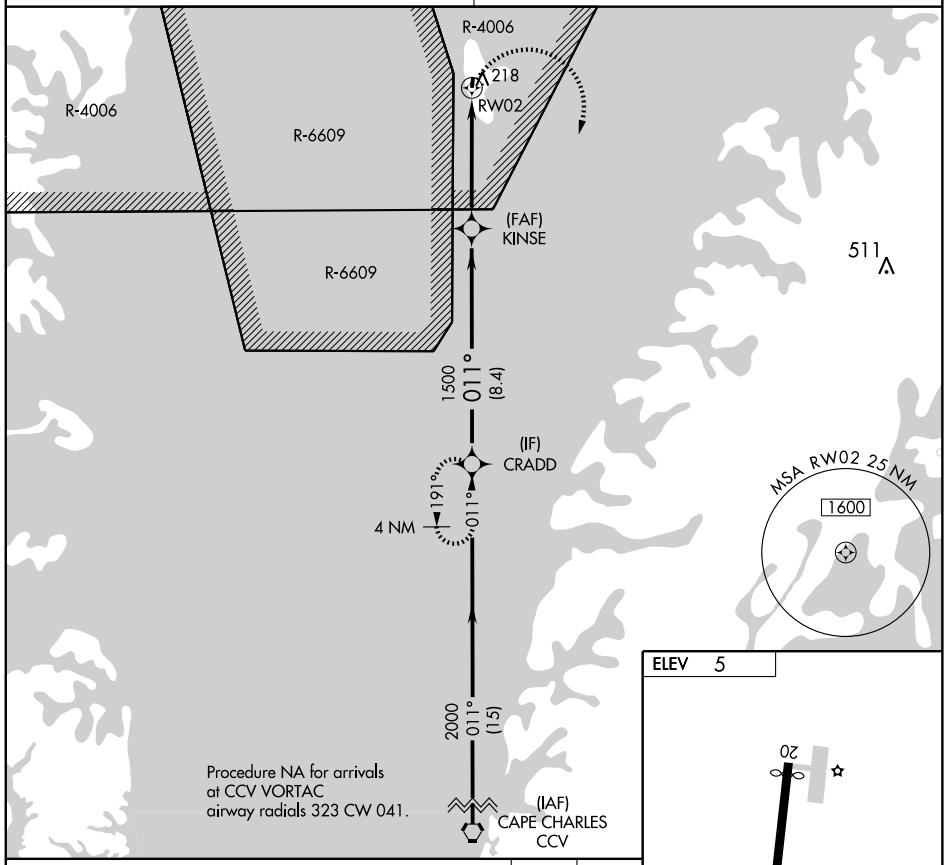
RNAV (GPS)-B
TANGIER ISLAND (TGI)

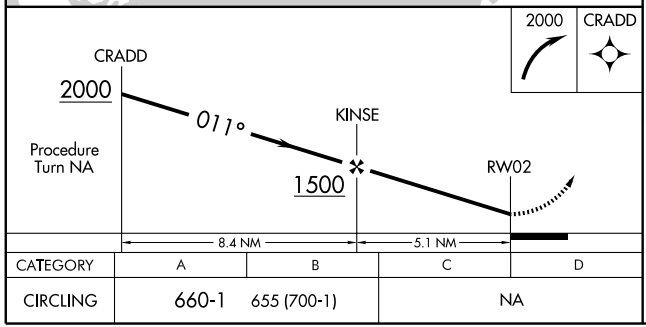
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

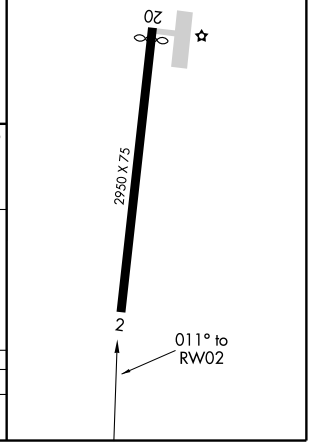
MISSED APPROACH: Climbing right turn to 2000 direct CRADD and hold.

PATUXENT APP CON*	UNICOM
121.0 250.3	122.8 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	660-1	655 (700-1)	NA	



NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC CCV	APP CRS	Rwy Idg	N/A
112.2	010°	TDZE	N/A
Chan 59		Apt Elev	5

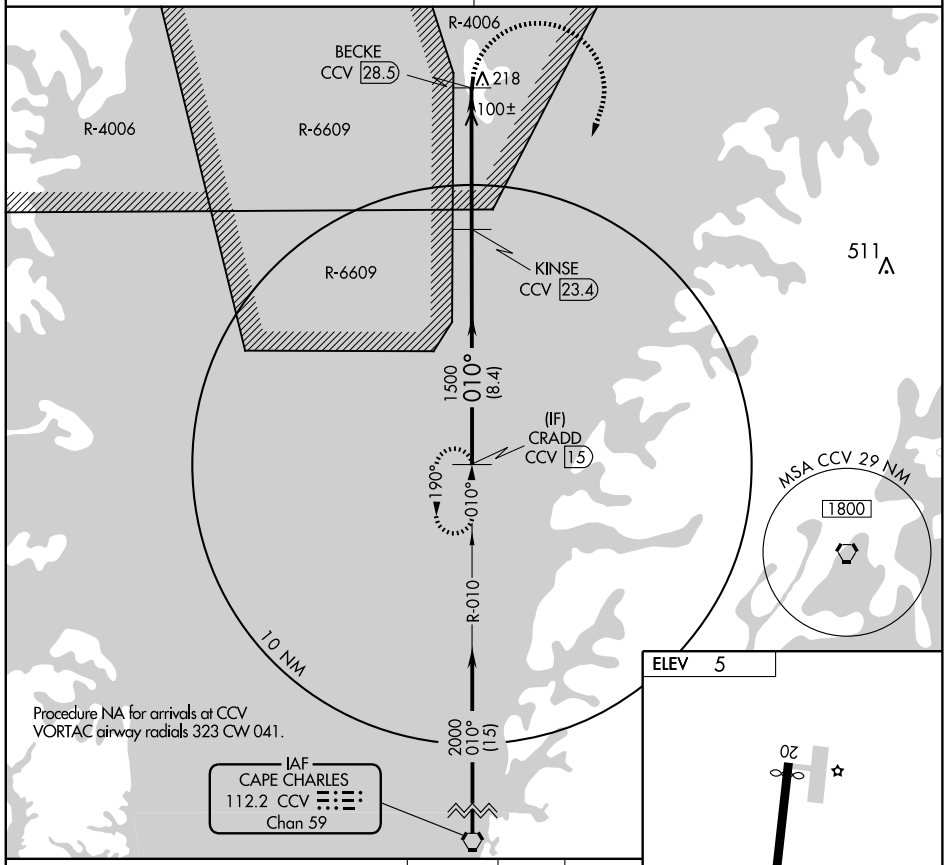
VOR/DME-A
TANGIER ISLAND (TGI)

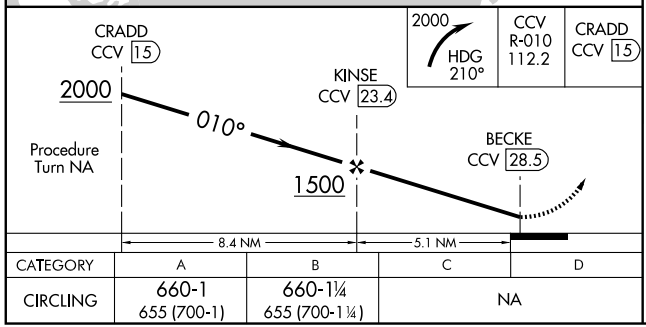
NA — Procedure NA at night. Use Patuxent River NAS altimeter setting. Specific clearance from Patuxent App Con required before proceeding Northbound from CRADD. Approach is within R-6609 and underlies R-4006.

MISSED APPROACH: Climbing right turn to 2000 via heading 210° and CCV VORTAC R-010 to CRADD/CCV 15 DME and hold.

PATUXENT APP CON* 121.0 250.3

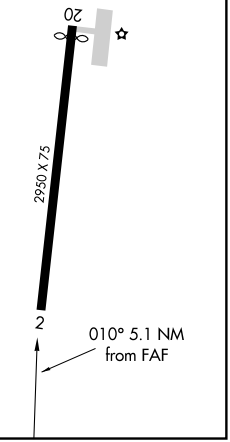
UNICOM 122.8 (CTAF)





2000 HDG 210°	CCV R-010 112.2	CRADD CCV 15

ELEV 5



CATEGORY	A	B	C	D
CIRCLING	660-1 655 (700-1)	660-1¼ 655 (700-1¼)	NA	

APP CRS	Rwy Idg	4300
097°	TDZE	135
	Apt Elev	135

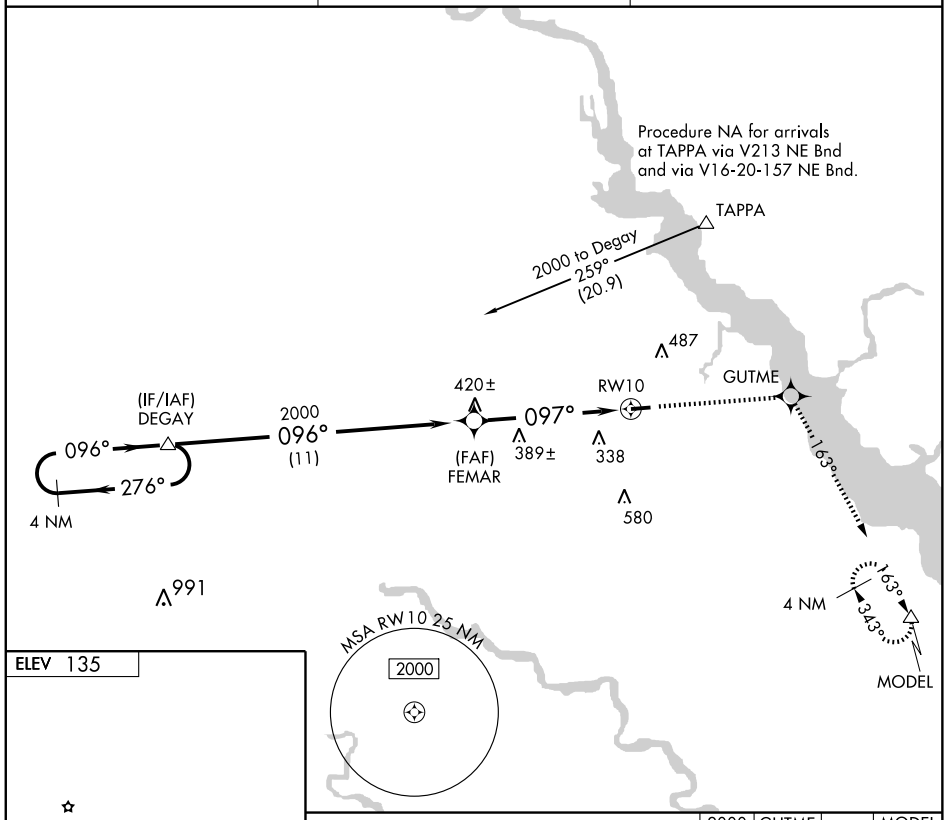
RNAV (GPS) RWY 10

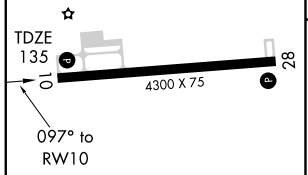
TAPPAHANNOCK-ESSEX COUNTY (XSA)

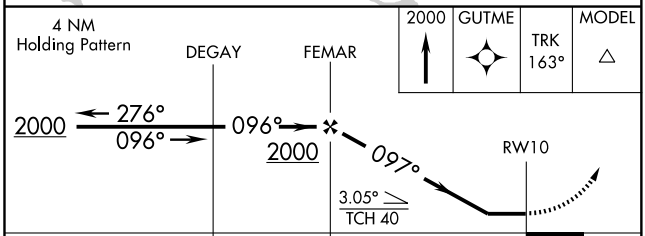
When local altimeter setting not received, use West Point altimeter setting and increase all MDA 80 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct GUTME and via 163° track to MODEL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	640-1	505 (600-1)	NA	
CIRCLING	640-1	505 (600-1)	640-1½ 505 (600-1½)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 (L)

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS	APP CRS	Rwy Idg	4300
CH 99409	277°	TDZE	129
W28A		Apt Elev	135

RNAV (GPS) RWY 28

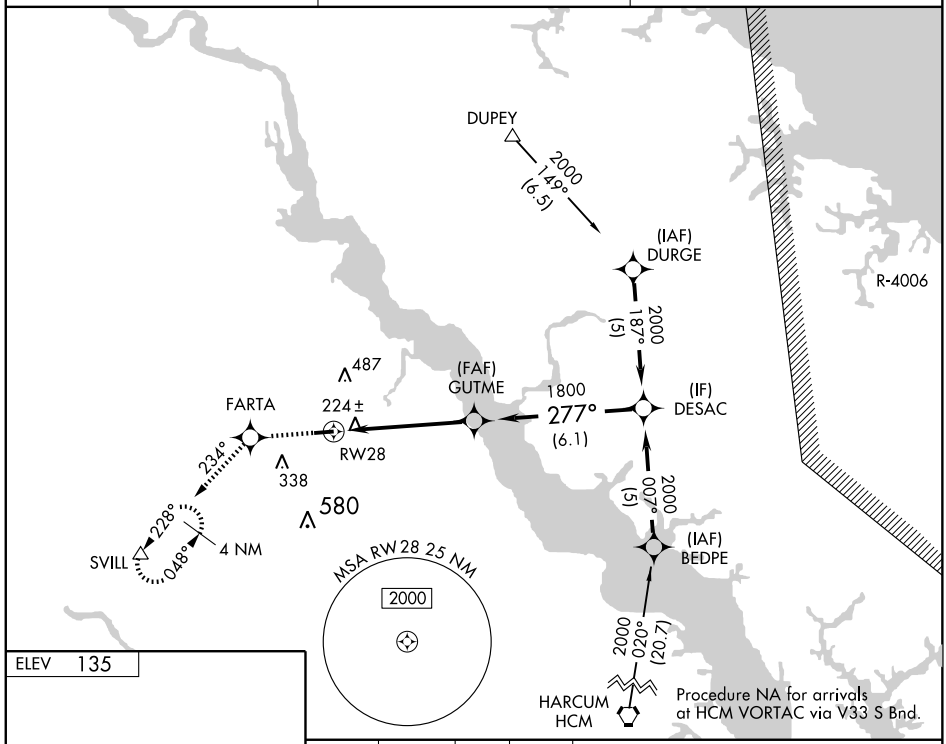
TAPPAHANNOCK-ESSEX COUNTY (XSA)

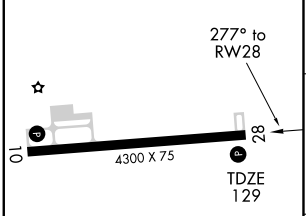
Baro-VNAV and VDP NA when using West Point altimeter setting. When local altimeter setting not received, use West Point altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visilbilities ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 54°C(130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

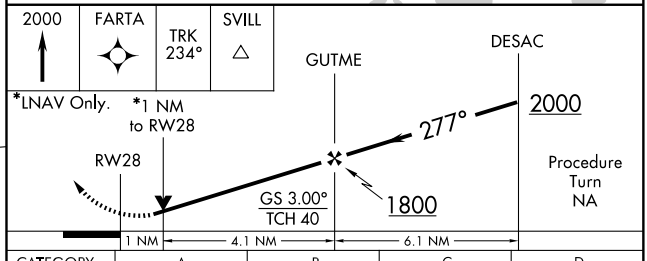
NA

MISSED APPROACH: Climb to 2000 direct FARTA and via 234° track to SVILL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L



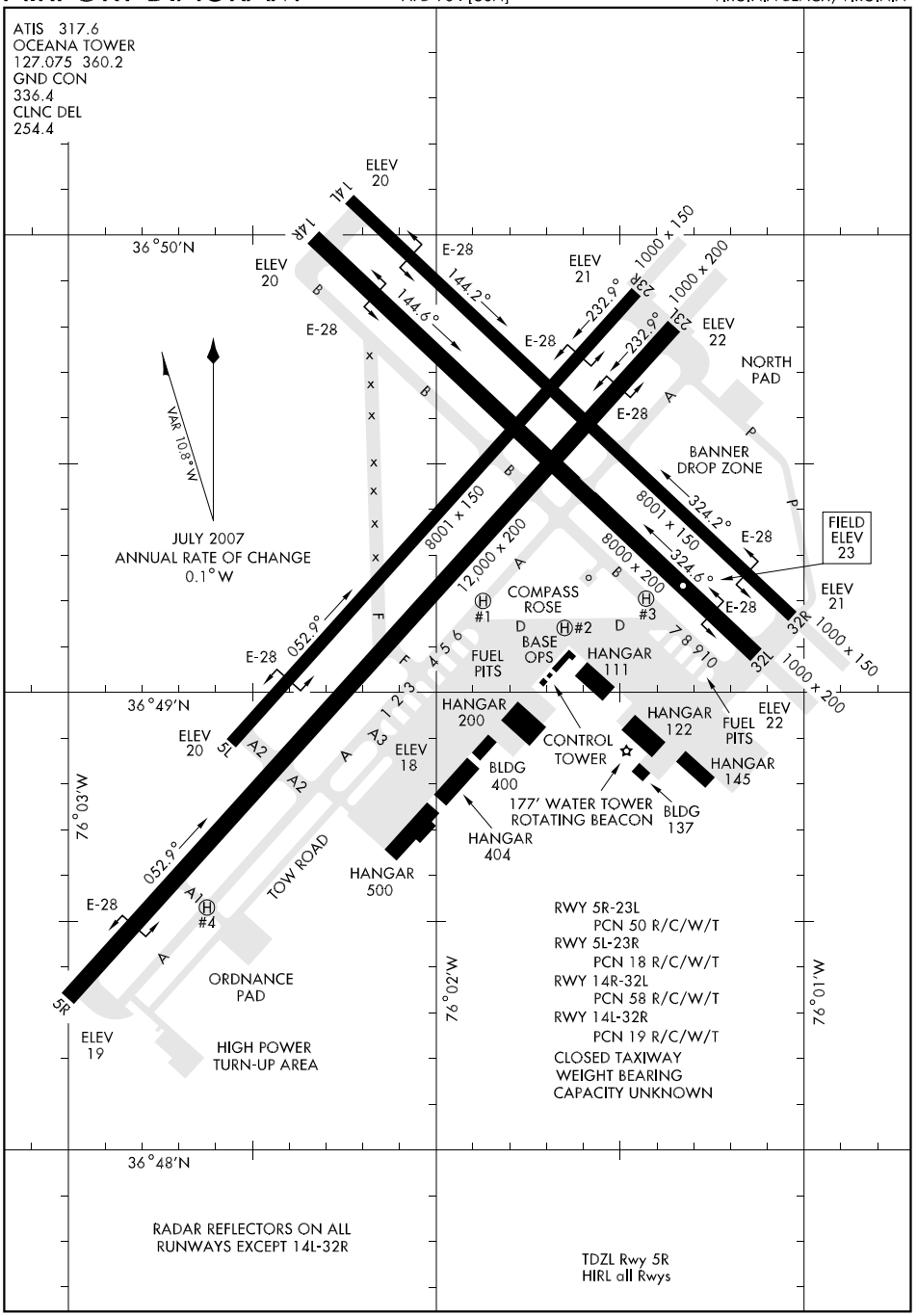




CATEGORY	A	B	C	D
LPV DA	478-1¼ 349 (400-1¼)		NA	
LNAV/VNAV DA	521-1½ 392 (400-1½)		NA	
LNAV MDA	480-1 351 (400-1)		NA	
CIRCLING	580-1 445 (600-1)	600-1 465 (600-1)	640-1½ 505 (600-1½)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3. 22 OCT 2009 to 19 NOV 2009



NE-3, 22 OCT 2009 to 19 NOV 2009

HI-TACAN RWY 5L/R

TACAN	APCH CRS	Rwy Idg				
NTU		5L	8001	5R	12,000
Chan 113	043°	TDZE	5L 21	5R 20	
		Arpt Elev	23		

JAL-934 [USN]

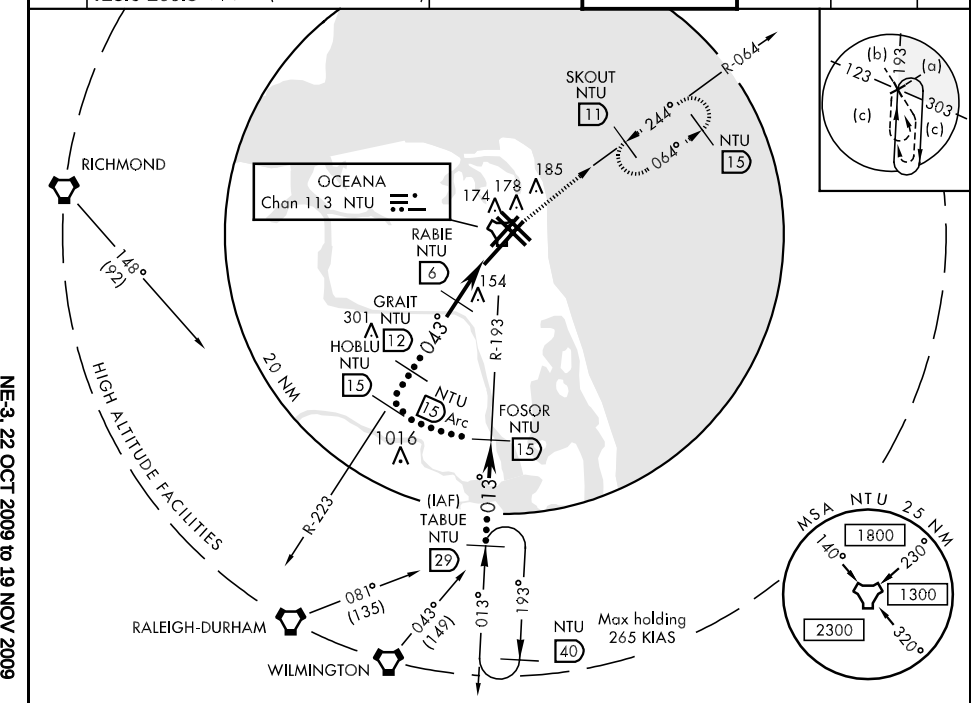
OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

▼* When ALS inop, increase vis CAT C to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles.
** When ALS inop, increase vis CAT CDE to ½ mile.

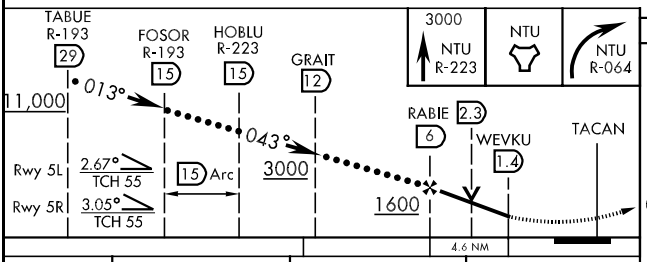
ALSF-1

MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

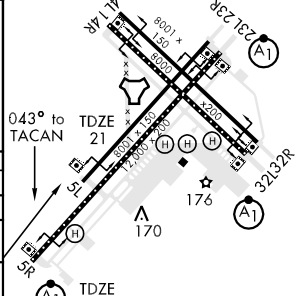
ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600



ELEV 23



CATEGORY	C	D	E
S-5R *	420- ¾ 400 (400-¾)		420-1 400 (400-1)
S-5L	420-1 399 (400-1)	420-1¼ 399 (400-1¼)	420-1½ 399 (400-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)
S-PAR 5R **	120-¼ 100 (100-¼) GS 3.00°		
S-PAR 5L	121-½ 100 (100-½) GS 3.00°		

TDZL Rwy 5R
HIRL all Rwy

HI-TACAN RWY 23L/R

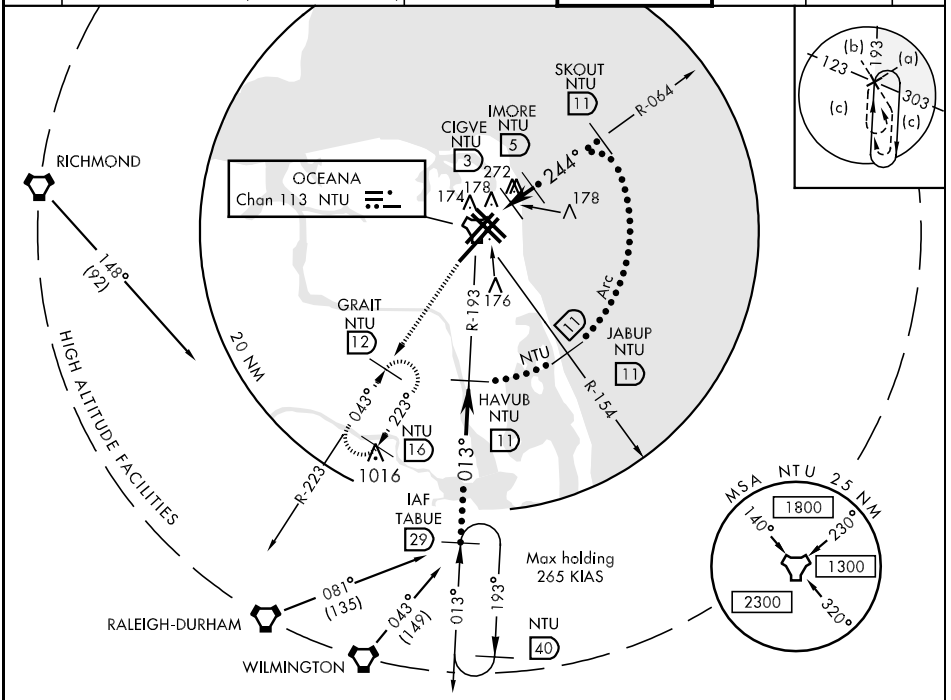
TACAN	APCH CRS	Rwy Idg 23L	23R	JAL-934 [USN]
NTU		12,000	8001	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
Chan 113	244°	TDZE 23L 22	23R 21	
		Arpt Elev 23		

* When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.
** When ALS inop, increase vis CAT CDE to ½ mile.

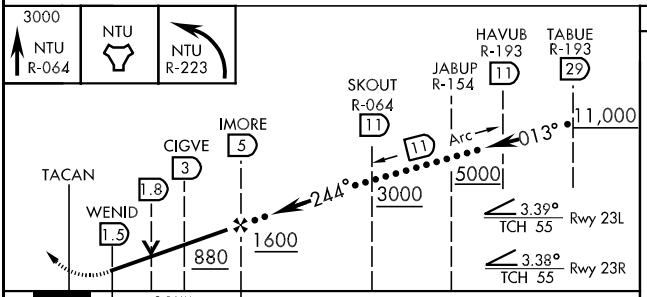
ALSF-1

MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

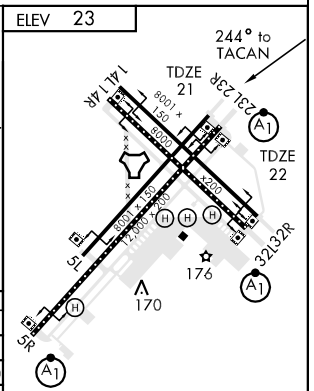
ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	



EMERG SAFE ALT 100 NM 2600



CATEGORY	C	D	E
S-23L *	440-¾	418 (500-¾)	440-1 418 (500-1)
S-23R	440-1¼	419 (500-1¼)	440-1½ 419 (500-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)
S-PAR 23L**	122-¼	100 (100-¼)	GS 3.00°
S-PAR 23R	121-½	100 (100-½)	GS 3.00°



HI-TACAN RWY 32L/R

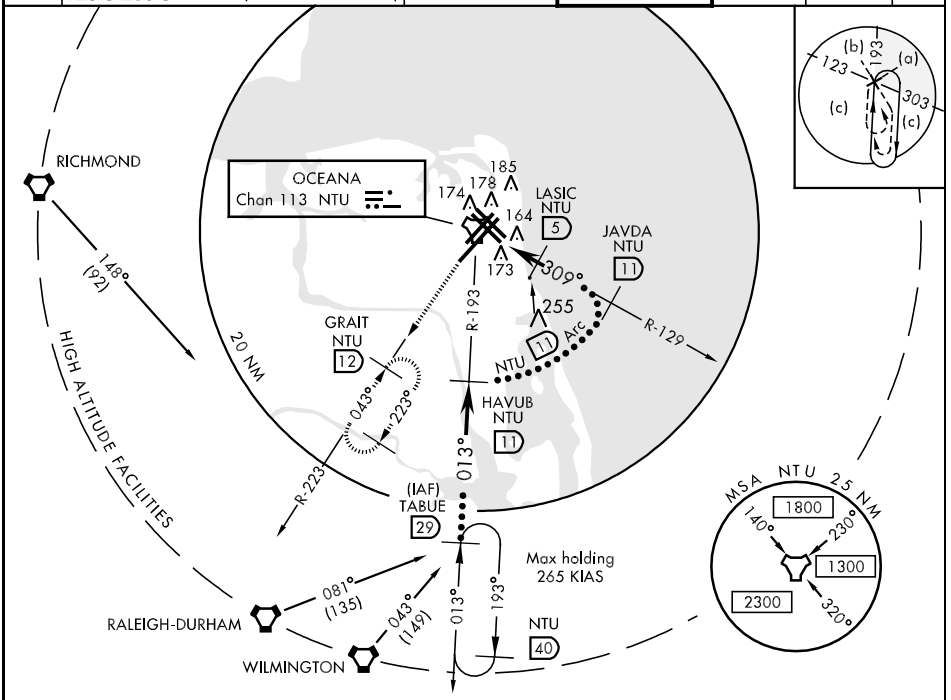
TACAN	APCH CRS	Rwy Idg	32L	32R	JAL-934 [USN]
NTU Chan 113	309°	TDZE	8000	8001	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
		Arpt Elev	23	21	
			23		

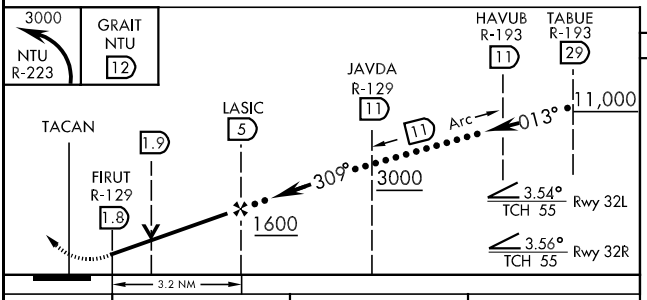
▼ * When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.
** When ALS inop, increase vis CAT CDE to ½ mile.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000, intercept NTU R-223 to GRAIT and hold.

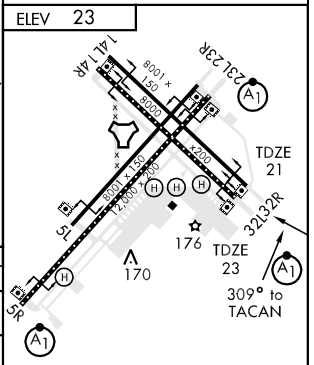
ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	





EMERG SAFE ALT 100 NM 2600

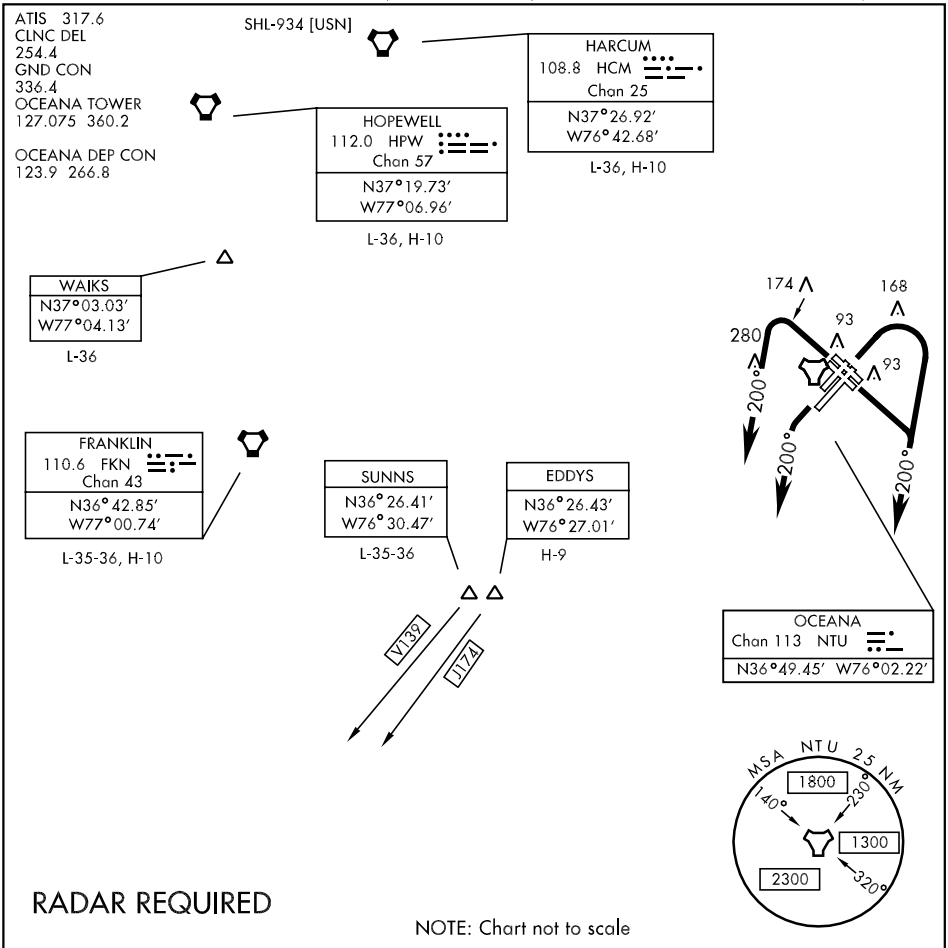
ELEV 23



CATEGORY	C	D	E
S-32L *	440- ¾ 417 (500- ¾)		440-1 417 (500-1)
S-32R	440-1¼ 419 (500-1¼)		440-1½ 419 (500-1½)
CIRCLING	480-1½ 457 (500-1½)	580-2 557 (600-2)	620-2 597 (600-2)
S-PAR 32L**	123-¼ 100 (100-¼) GS 3.00°		

TDZL Rwy 5R
HIRL all Rwy

NE-3, 22 OCT 2009 to 19 NOV 2009



RADAR REQUIRED

NOTE: Chart not to scale

NE-3, 22 OCT 2009 to 19 NOV 2009

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°, leaving 600, turn right heading 200°. Thence...
TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600, turn right heading 200°. Thence...
TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000, turn left heading 200°. Thence...
TAKE-OFF RWY 32L/R: Climb via heading 324°, leaving 500, turn left heading 200°. Thence...
...Maintain 4000 or assigned lower altitude.

EDDYS TRANSITION (NTU1.EDDYS): Via radar vectors to EDDYS.
FRANKLIN TRANSITION (NTU1.FKN): Via radar vectors to FKN VORTAC.
HARCUM TRANSITION (NTU1.HCM): Via radar vectors to HCM VORTAC.
HOPEWELL TRANSITION (NTU1.HPW): Via radar vectors to HPW VORTAC.
(Note: At or below 17,000 only).
SUNNS TRANSITION (NTU1.SUNNS): Via radar vectors to SUNNS.
(Note: At or below 17,000 only).
WAIKS TRANSITION (NTU1.WAIKS): Via radar vectors to WAIKS.

NOTE: Chart not to scale

Rwy	Knots	60	120	180	240	300	360
ALL	V/V(fpm)	500	1000	1500	2000	2500	3000

ATC Climb Rate to ORF R-095/20 DME

CAUTION: Departures from Rwys 5, 14, and 32 must avoid Norfolk Airspace 3.5 NM W and R-6606 3.5 NM E.

ATIS 317.6
CLNC DEL 254.4
GND CON 336.4
OCEANA TOWER 127.075 360.2
OCEANA DEP CON
(119.6 288.3 NORTH
NTU R-360 to R-150)
123.9 266.8 SOUTH
NTU R-151 to R-359)
GIANT KILLER
NORTH 350.0
SOUTH 233.7

SALISBURY
111.2 SBY
Chan 49
N38°20.70′
W75°30.64′
L-34-36, H-10

SNOW HILL
112.4 SWL
Chan 71
N38°03.40′
W75°27.84′
L-36, H-10

CAPE CHARLES
112.2 CCV
Chan 59
N37°20.85′
W75°59.86′
L-35-36, H-10

NORFOLK
116.9 ORF
Chan 116
N36°53.51′
W76°12.02′
L-35-36, H-10

OCEANA
Chan 113 NTU
N36°49.45′ W76°02.22′

MSA NTU 25 NM
1800
1300
2300
140°
230°
320°

RADAR REQUIRED

JARON
SCHOL
NAGGI
CUPSI
ATLIC
HIRDU
JAYSI
OUTES
ANJIL
BAAYY

020° (27.7)
039° (11.8)
020° (42.6)
R-200
V139-J121
R-219
R-060
29
050°
174
R-095
168
060°
280
93
93
090°
20
095°
35
141° (9.2)
48
040° (8.1)
095°
50
095°
55
R-088
AR9
85
R-095
128° (16.1)
99
R-100
R-104
42
157° (26.1)
R-135 (31)

W-386
W-72A(2)
W-72A(1)
W-72B

KNOTS
EMERG SAFE ALT 100 NM 2600

(Continued on next page)

SOUCEK-EIGHT DEPARTURE (SOUC8•NAGGI)

VIRGINIA BEACH, VIRGINIA

SHL-934 [USN]

DEPARTURE ROUTE DISCRIPTION

TAKE-OFF RWY 5L/R: Climb via heading 052°. Thence . . .
TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600 turn left to heading 050°. Thence . . .
TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000 turn left to heading 090°. Thence . . .
TAKE-OFF RWY 32L/R: Climb via heading 324°, to assigned altitude, turn right heading 060° within 2 NM. Thence . . .

Via radar vectors to assigned transition. Maintain 7000 (props), 10,000 (jets). Thence . . .

ANJIL TRANSITION (NTU013): Via ORF-095 to OUTES then via heading 128° to ANJIL.

ATLIC TRANSITION (SOUC8.ATLIC): Via ORF-095 to ATLIC.

BAAYY TRANSITION (NTU011): Via ORF-095 to CUPSI then via heading 141° to BAAYY.

CAPE CHARLES TRANSITION (SOUC8.CCV): Via radar vectors to CCV VORTAC.

JAYSI TRANSITION (NTU012): Via ORF-095 to HIRDU then via heading 040° to JAYSI.

KNOTS TRANSITION (NTU002): Via ORF-095 to NAGGI then via heading 157° to KNOTS.

SALISBURY TRANSITION (SOUC8.SBY): Via radar vectors to SCHOL, then via SBY R-200 to SBY VORTAC.

SCHOL TRANSITION (SOUC8.SCHOL): Via radar vectors to SCHOL.

SNOW HILL TRANSITION (SOUC8.SWL): Via radar vectors to SCHOL, then via SBY R-200 to JARON, then via SWL R-219 to SWL VORTAC.

NE-3, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 5L/R

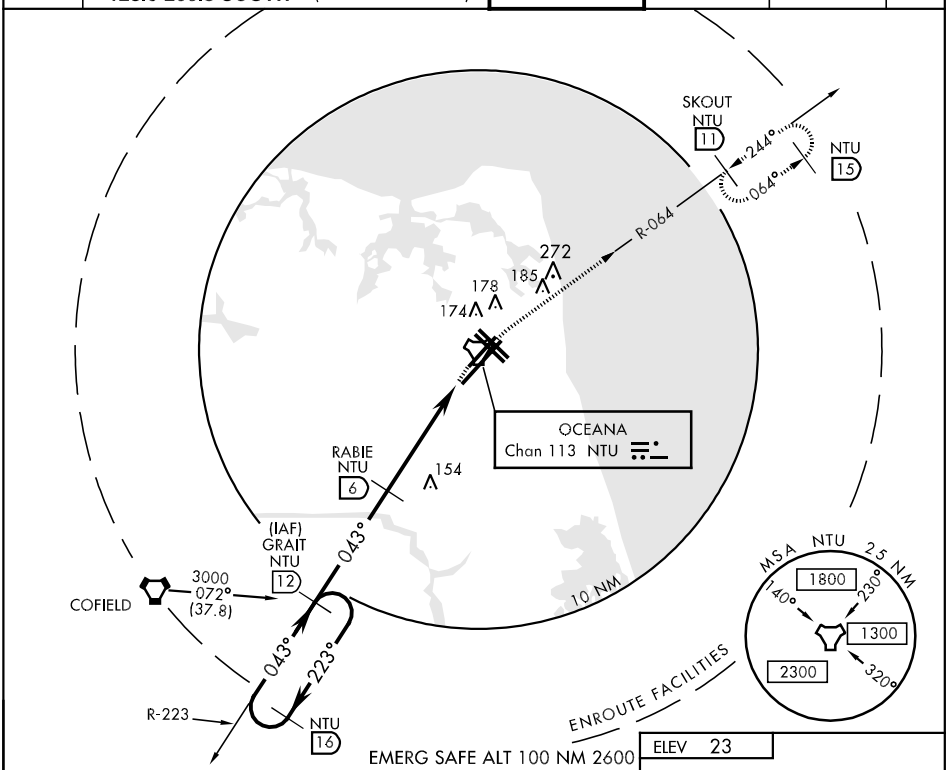
TACAN	APCH CRS	Rwy ldg					AL-934 [USN]
NTU		5L	**8001**	5R	**12,000**		
Chan **113**	**043°**	TDZE	5L **21**	5R **20**			OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)
		Arpt Elev	**23**				

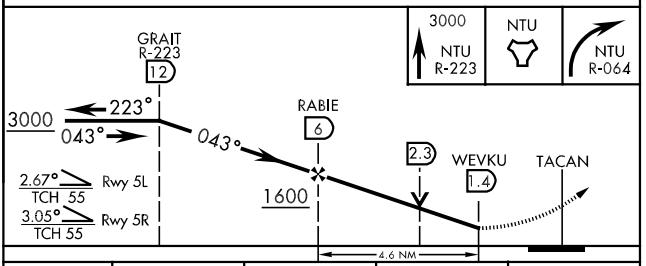
▼ * When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

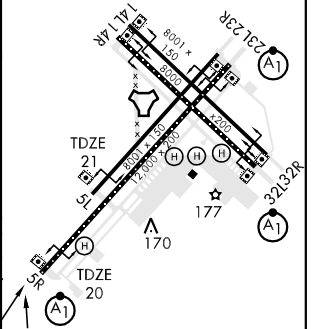
ALSF-1

MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	OCEANA APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR PAR
317.6	**119.6 288.3 NORTH** (NTU R-360 to R-150) **123.9 266.8 SOUTH** (NTU R-151 to R-359)	**127.075 360.2**	**336.4**	**254.4**	







CATEGORY	A	B	C	D
S-5R*	420-½ 400 (400-½)		420-¾ 400 (400-¾)	
S-5L	420-1 399 (400-1)			420-1¼ 399 (400-1¼)
CIRCLING	480-1 457 (500-1)		480-1½ 457 (500-1½)	580-2 557 (600-2)
S-PAR 5R**	120-¼ 100 (100-¼) GS 3.00°			
S-PAR 5L	121-½ 100 (100-½) GS 3.00°			

NE-3, 22 OCT 2009 to 19 NOV 2009

TACAN RWY 23L/R

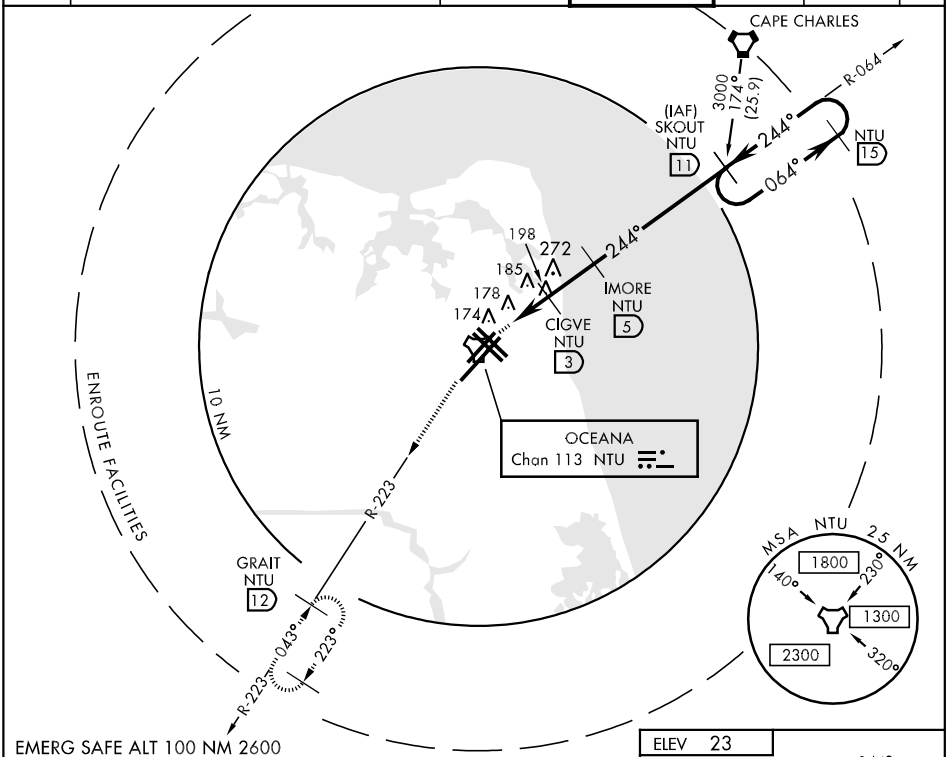
TACAN	APCH CRS	Rwy ldg 23L 12,000 23R 8001	AL-934 [USN]
NTU Chan 113	244°	TDZE 23L 22 23R 21 Arpt Elev 23	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

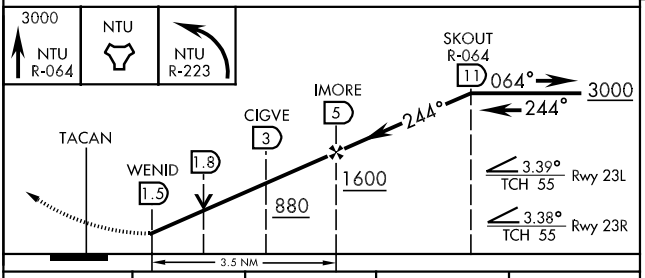
▼ *When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
**When ALS inop, increase vis CAT ABCD to ½ mile.

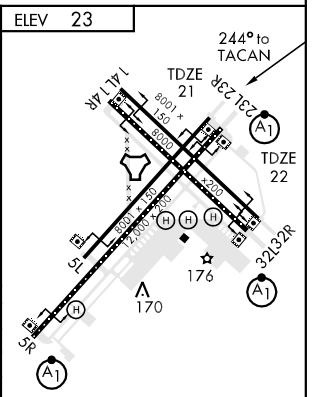
ALSF-1

MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

ATIS	OCEANA APP CON	NORFOLK APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR PAR
317.6	119.6 288.3 NORTH (NTU R-360 to R-150) 123.9 266.8 SOUTH (NTU R-151 to R-359)	126.05 372.1	127.075 360.2	336.4	254.4	







CATEGORY	A	B	C	D
S-23L *	440-½ 418	(500-½)	440-¾ 418	(500-¾)
S-23R	440-1 419	(500-1)	440-1¼ 419	(500-1¼)
CIRCLING	480-1 457	(500-1)	480-1½ 457 (500-1½)	580-2 557 (600-2)
S-PAR 23L **	122-¼	100	(100-¼)	GS 3.00°
S-PAR 23R	121-½	100	(100-½)	GS 3.00°

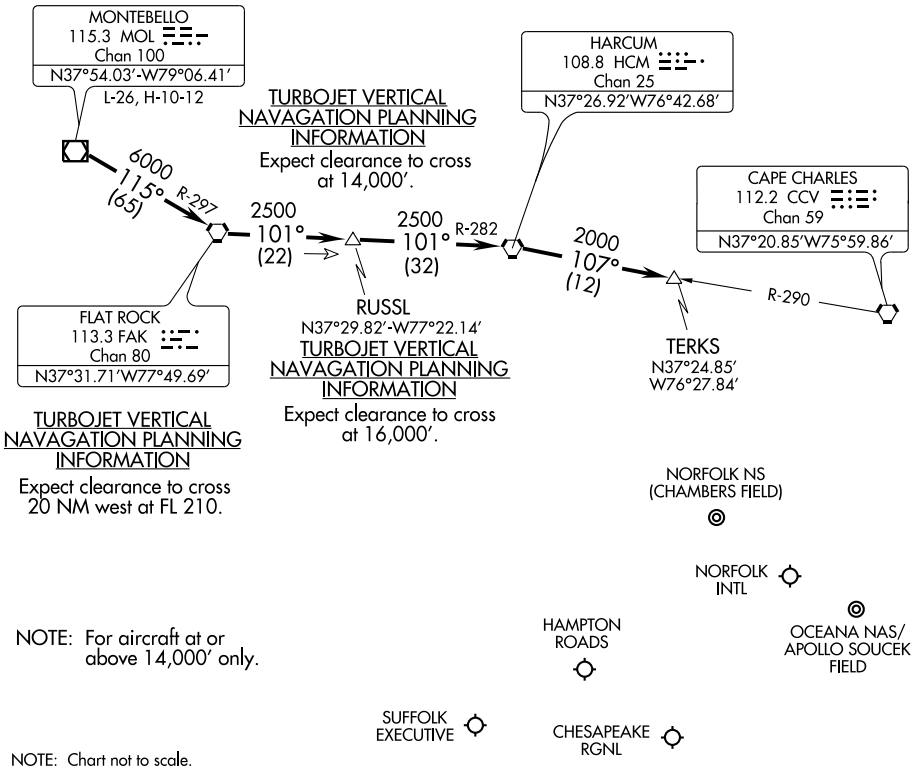
TDZL Rwy 5R
HIRL all Rwys

NE-3, 22 OCT 2009 to 19 NOV 2009

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

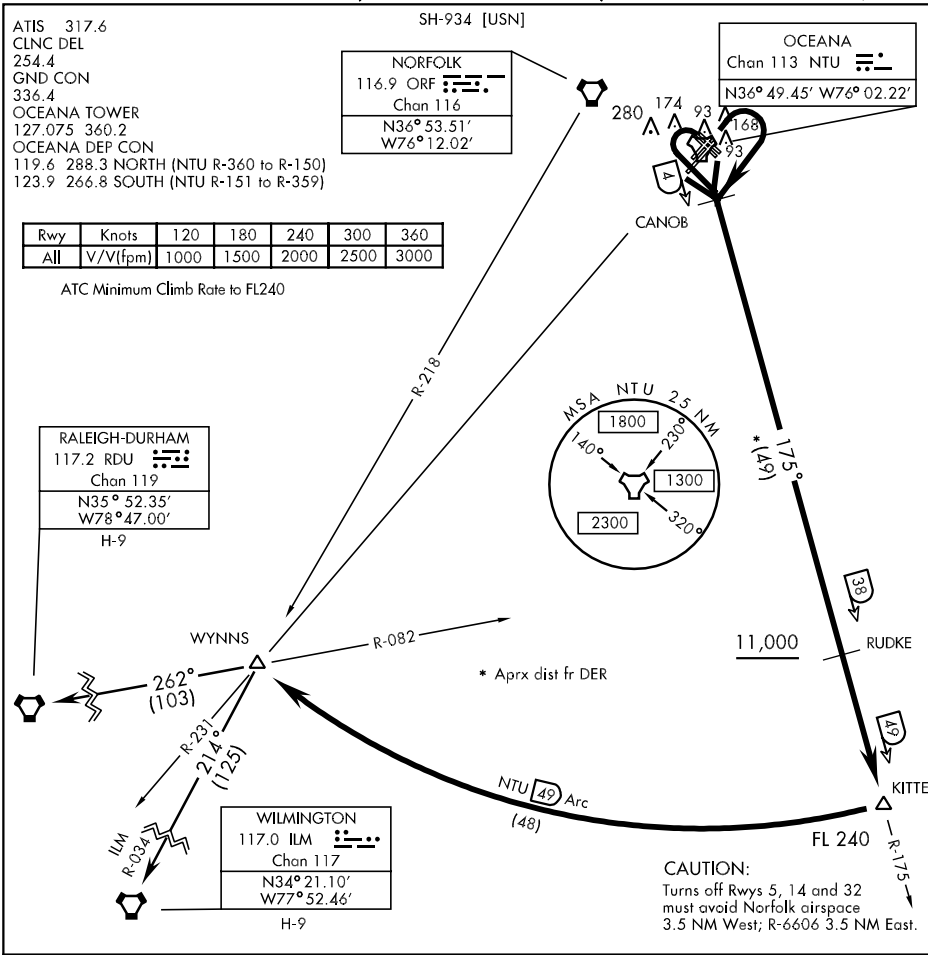
NORFOLK APP CON
118.9 353.7
NORFOLK INTL ATIS
127.15
NORFOLK NS ATIS
118.425 342.0
OCEANA NAS ATIS
317.6



NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

NE-3, 22 OCT 2009 to 19 NOV 2009



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 23L/R: Climbing left turn to intercept NTU R-175 prior to CANOB. Thence . . .

TAKE-OFF RWY 32L/R: Climbing left turn within 2 miles to intercept NTU R-175, Thence . . .

. . .Via NTU R-175 to KITTE, arc south of NTU TACAN via the 49 mile arc to WYNNS. Cross RUDKE at or above 11,000. Cross KITTE at FL240 or as assigned. Thence . . .

RALEIGH-DURHAM TRANSITION (WYNNS1.RDU): Via RDU R-082 to RDU VORTAC.

WILMINGTON TRANSITION (WYNNS1.ILM): Via ILM R-034 to ILM VORTAC.

NE-3, 22 OCT 2009 to 19 NOV 2009

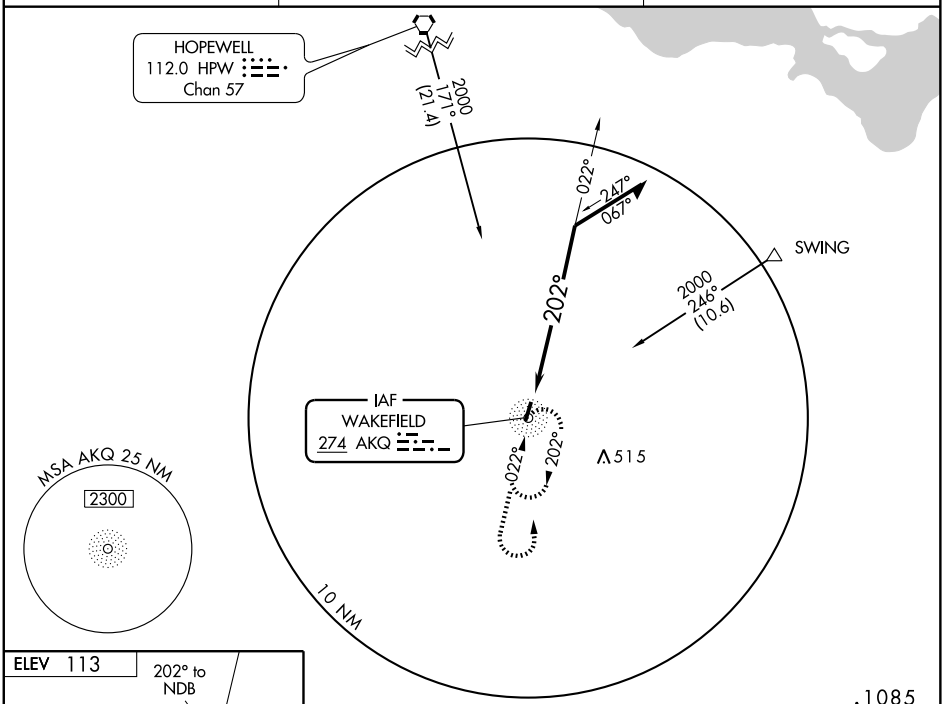
NDB AKQ	APP CRS	Rwy Idg	3867
274	202°	TDZE	113
		Apt Elev	113

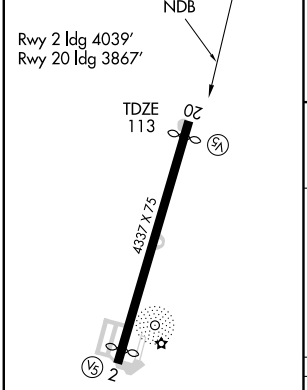
NDB RWY 20
WAKEFIELD MUNI (AKQ)

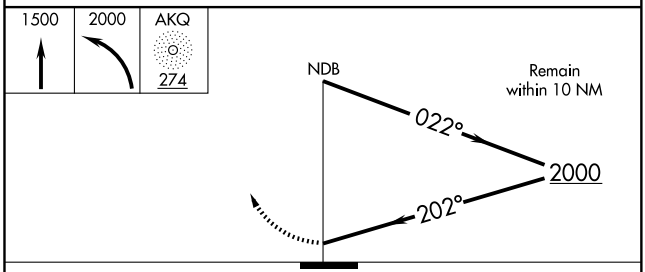
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct AKQ NDB and hold.

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.42	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)
CIRCLING	840-1	727 (800-1)	840-2 727 (800-2)	840-2¼ 727 (800-2¼)

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	3867
203°	TDZE	113
	Apt Elev	113

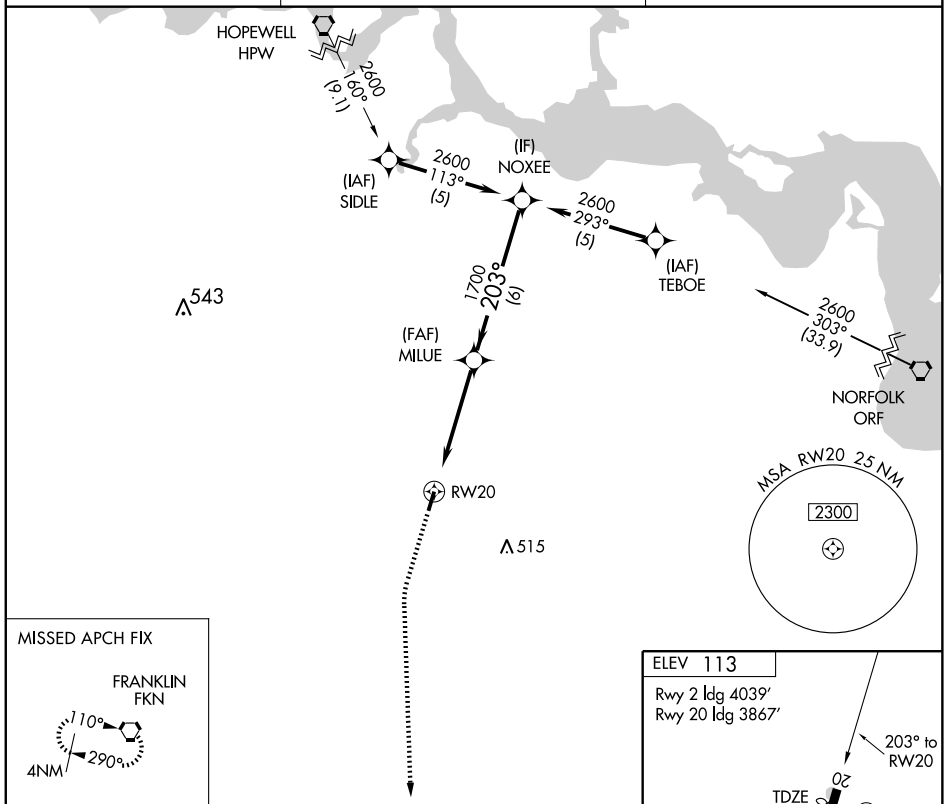
RNAV (GPS) RWY 20
WAKEFIELD MUNI (AKQ)

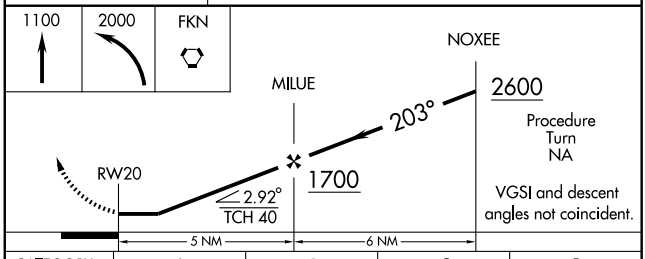
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

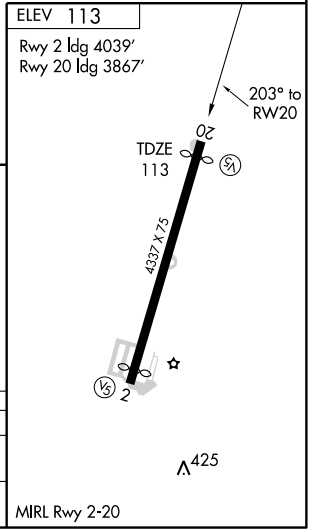
NA

MISSED APPROACH: Climb to 1100 then climbing left turn to 2000 direct FKN VORTAC and hold.

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.42	122.8 (CTAF)







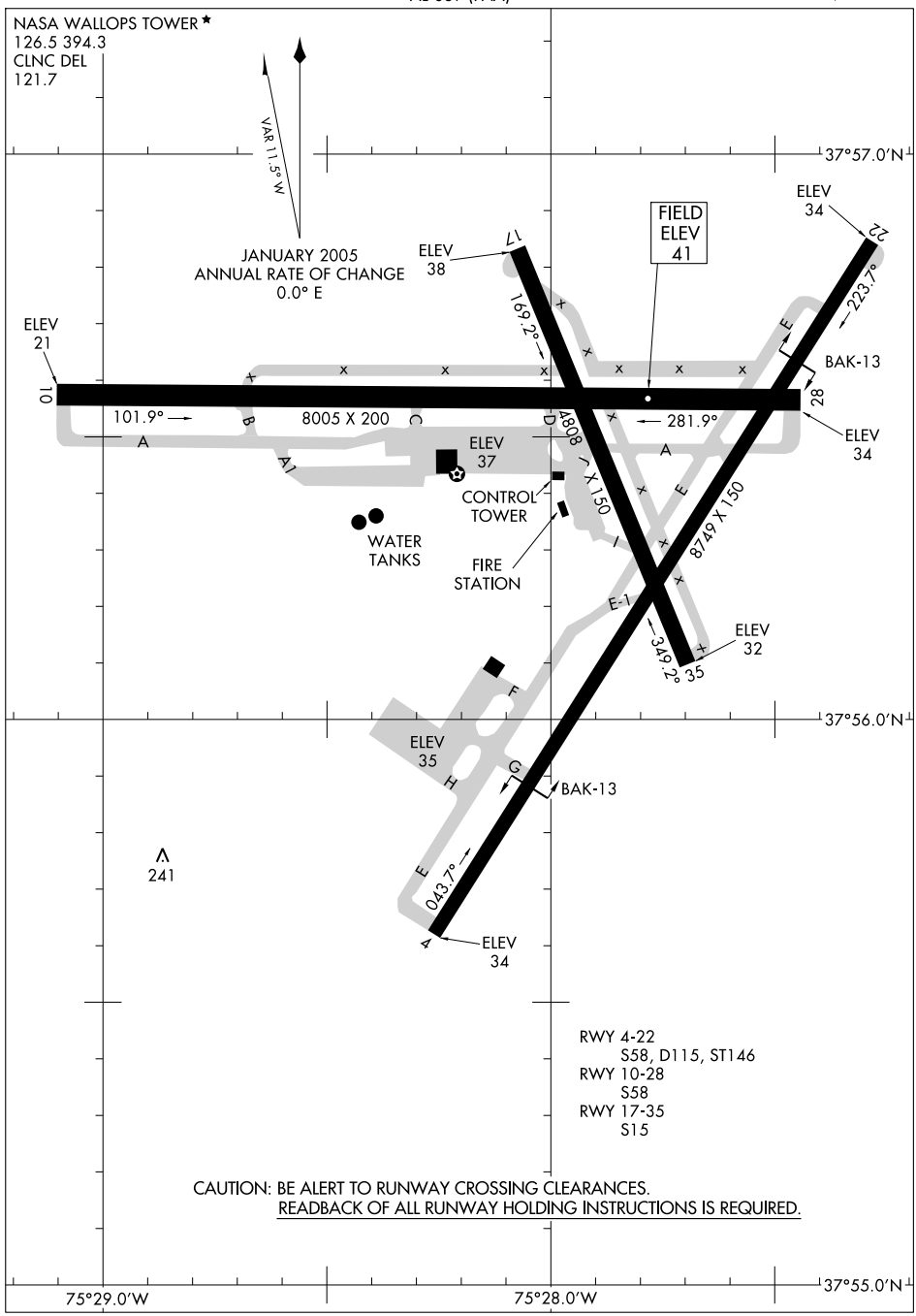
CATEGORY	A	B	C	D
LNAV MDA	600-1 487 (500-1)		600-1¼ 487 (500-1¼)	600-1½ 487 (500-1½)
CIRCLING	780-1 667 (700-1)		780-1¾ 667 (700-1¾)	780-2 667 (700-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

AIRPORT DIAGRAM

AL-639 (FAA)

WALLOPS FLIGHT FACILITY (WAL)
WALLOPS ISLAND, VIRGINIA



NE-3, 22 OCT 2009 to 19 NOV 2009

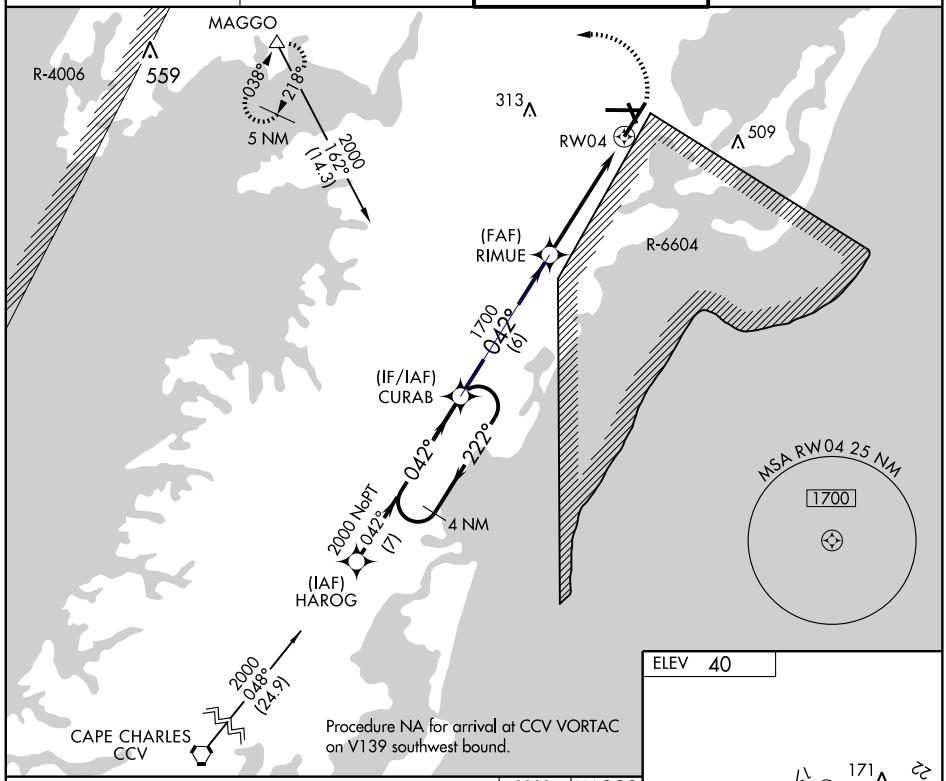
APP CRS	Rwy Idg	8749
042°	TDZE	36
	Apt Elev	40

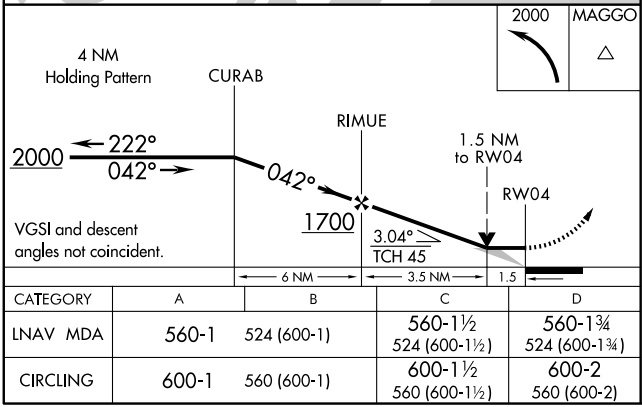
RNAV (GPS) RWY 4
WALLOPS FLIGHT FACILITY (WAL)

NA — Straight-in minimums NA at night. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

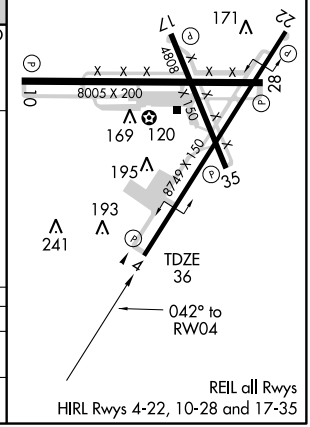
MISSED APPROACH: Climbing left turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7





CATEGORY	A	B	C	D
LNAV MDA	560-1	524 (600-1)	560-1½ 524 (600-1½)	560-1¾ 524 (600-1¾)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)



NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	8005
112°	TDZE	38
	Apt Elev	40

RNAV (GPS) RWY 10

WALLOPS FLIGHT FACILITY (WAL)

T
A NA

GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7

R-4006

No PT for arrival at MAGGO on V-1 northeast bound.

5 NM

292°

112°

559

(IF/IAF) MAGGO

1700

112°

(Z)

(FAF) BIKTE

313

(MAP) ARUCO

509

R-6604

MSA ARUCO 25 NM

1700

ELEV 40

2000

MAGGO

5 NM Holding Pattern

MAGGO

BIKTE

2000

292°

112°

112°

1.3 NM to ARUCO

ARUCO

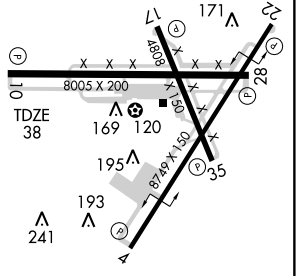
1700

3.03°

TCH 45

VGSI and descent angles not coincident.

7 NM | 3.3 NM | 1.3 | 0.5



CATEGORY	A	B	C	D
LNAV MDA	640-1	602 (600-1)	640-1¾ 602 (600-1¾)	640-2 602 (600-2)
CIRCLING	640-1	600 (600-1)	640-1¾ 600 (600-1¾)	640-2 600 (600-2)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	4808
168°	TDZE	39
	Apt Elev	40

RNAV (GPS) RWY 17

WALLOPS FLIGHT FACILITY (WAL)

GPS or RNP -0.3 required.
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7

Procedure NA for arrival at SBY VORTAC on V1 northeast bound, V29 northbound.

(IAF) SALISBURY SBY

2000 201° (13)

(IAF) CBEAV

2000 235° (20.2)

Procedure NA for arrival at CBEAV WP on V139 northeast bound.

(IF) DOVAY

2000 168° (6)

(FAF) GELTE

R-4006

MAGGO

559

038° 218° 5 NM

313

RW17

509

MSA RW17 25 NM

1700

R-6604

ELEV 40

168° to RW17

TDZE 39

171

8005 X 200

4808 X 150

8749 X 150

169 120

195

193

241

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

2000 MAGGO

DOVAY GELTE

2000 168° 2000 168°

1.3 NM to RW17

RW17

Procedure Turn NA

VGSI and descent angles not coincident.

3.05° TCH 45

6 NM 4.6 NM 1.3

CATEGORY	A	B	C	D
LNAV MDA	480-1	441 (500-1)	480-1¼ 441 (500-1¼)	480-1½ 441 (500-1½)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	8749
222°	TDZE	36
	Apt Elev	40

RNAV (GPS) RWY 22

WALLOPS FLIGHT FACILITY (WAL)

NA

Straight-in minimums NA at night.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7

Procedure NA for arrival at SBY VORTAC on V1 northeast bound, V29 northbound.

(IAF) SALISBURY SBY

2000 180° (16.8)

(IAF) CBEAV

2000 201° (16.4)

Procedure NA for arrival at CBEAV WP on V139 northeast bound.

(IF) AXASE

1700 222° (6)

(FAF) FIBED

MAGGO

559

038° 218° 5 NM

RW22

313

509

MSA RW 22 25 NM

1700

R-6604

ELEV 40

222° to RW22

TDZE 36

171

8749 X 150

8005 X 200

10 28 35 17

169 120 195 193 241

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

2000 MAGGO

AXASE

FIBED

2000

1.3 NM to RW22

222°

RW22

1700

3.05° TCH 45

Procedure Turn NA

VGSI and descent angles not coincident.

1.3 3.7 NM 6 NM

CATEGORY	A	B	C	D
LNAV MDA	480-1	444 (500-1)	480-1¼ 444 (500-1¼)	480-1½ 444 (500-1½)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	8005
280°	TDZE	40
	Apt Elev	40

RNAV (GPS) RWY 28

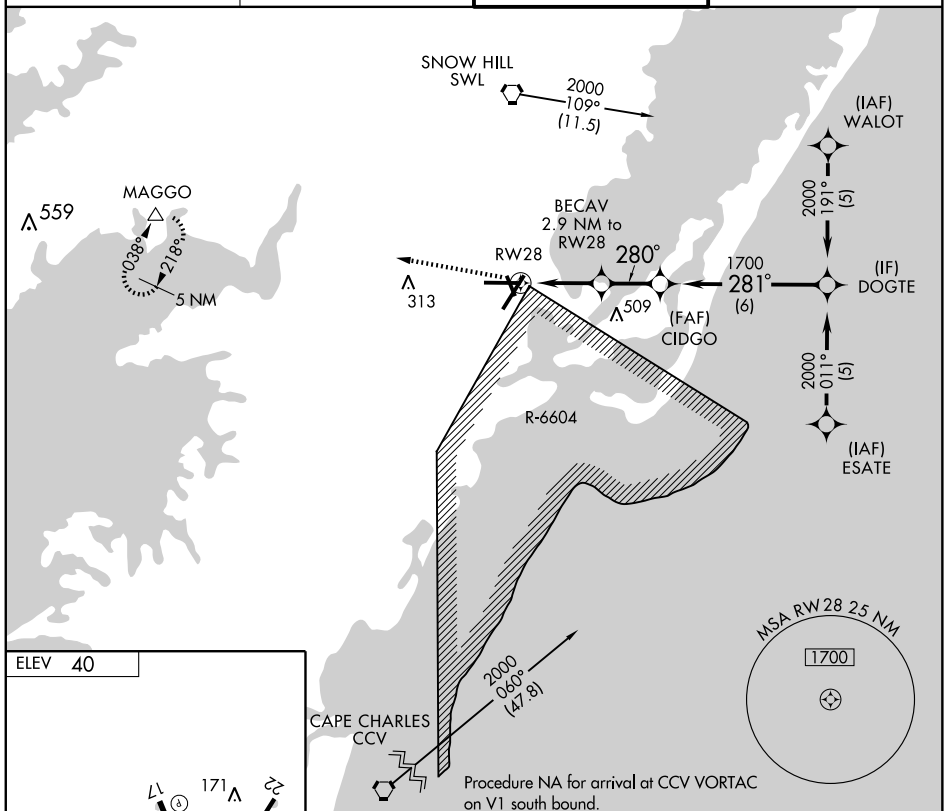
WALLOPS FLIGHT FACILITY (WAL)

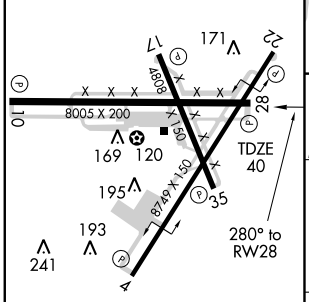
NA

Straight-in minimums NA at night.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

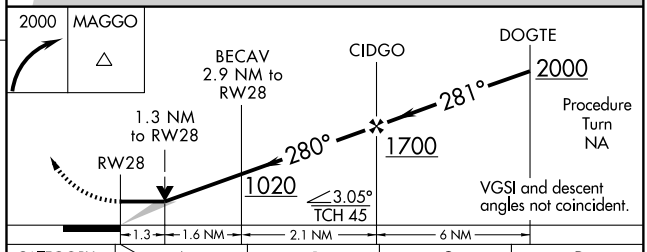
MISSED APPROACH: Climbing right turn to 2000 direct MAGGO WP and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7





REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35



CATEGORY	A	B	C	D
LNAV MDA	480-1	440 (500-1)	480-1¼ 440 (500-1¼)	480-1½ 440 (500-1½)
CIRCLING	600-1	560 (600-1)	600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3. 22 OCT 2009 to 19 NOV 2009

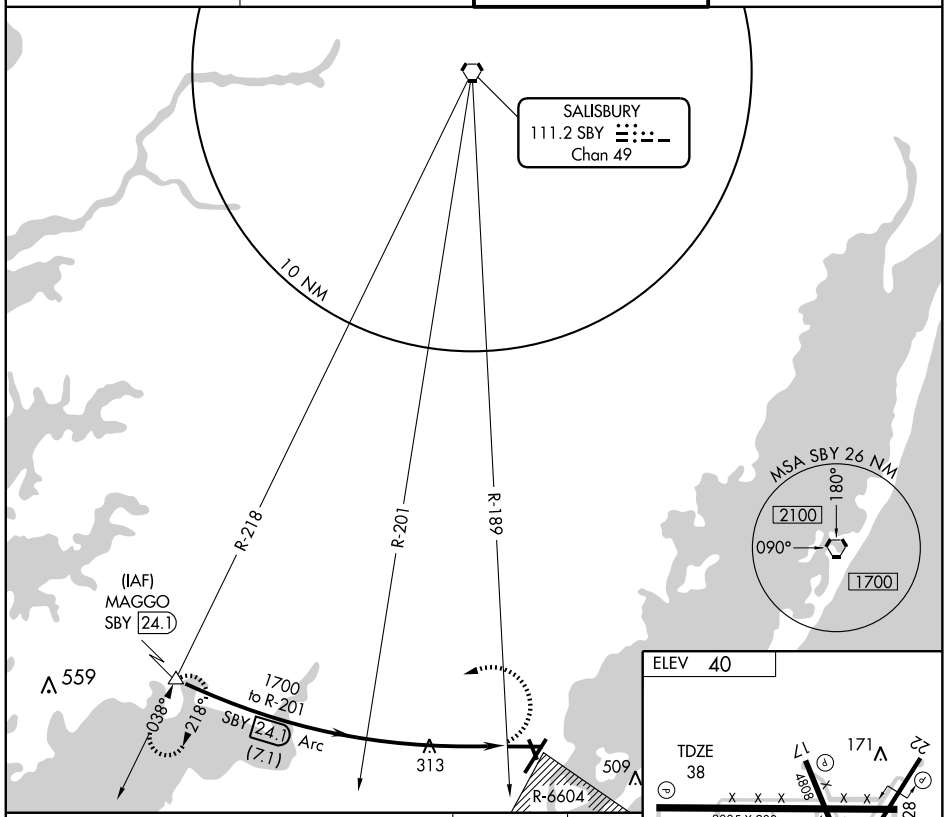
VORTAC SBY 111.2 Chan 49	APP CRS SBY 24.1 Arc	Rwy Idg 8005 TDZE 38 Apt Elev 40

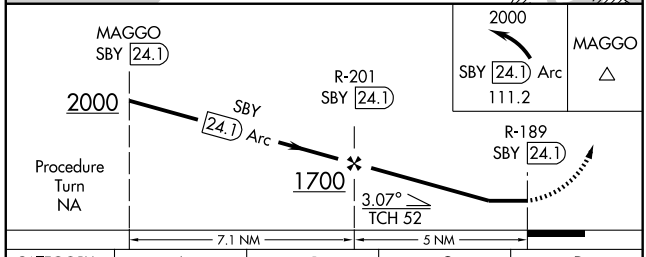
VOR/DME or TACAN RWY 10

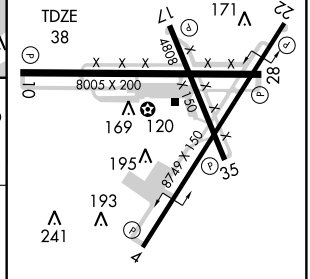
WALLOPS FLIGHT FACILITY (WAL)

MISSED APPROACH: Climbing left turn to 2000 via the SBY 24.1 DME Arc clockwise to MAGGO/SBY R-218 24.1 DME and hold.

ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7







REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

CATEGORY	A	B	C	D
S-10	900-1 862 (900-1)	900-1¼ 862 (900-1¼)	900-2½ 862 (900-2½)	900-2¾ 862 (900-2¾)
CIRCLING	900-1 860 (900-1)	900-1¼ 860 (900-1¼)	900-2½ 860 (900-2½)	900-2¾ 860 (900-2¾)

Knots	60	90	120	150	180
Min:Sec					

NE-3. 22 OCT 2009 to 19 NOV 2009

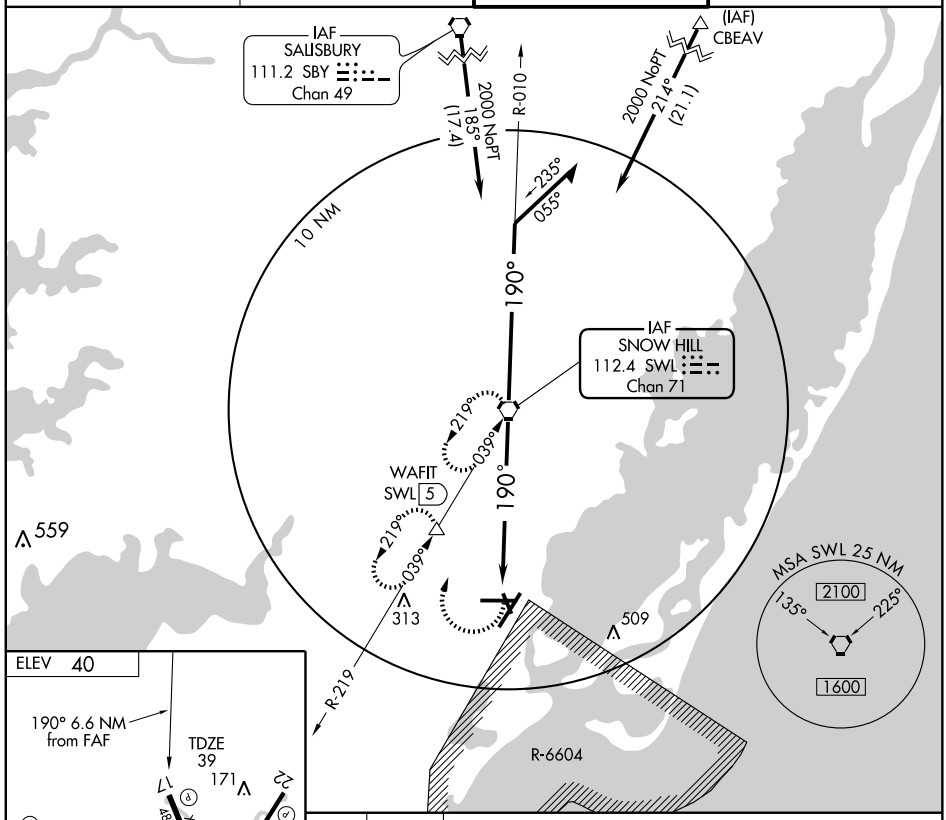
VORTAC SWL 112.4 Chan 71	APP CRS 190°	Rwy Idg 4808 TDZE 39 Apt Elev 40

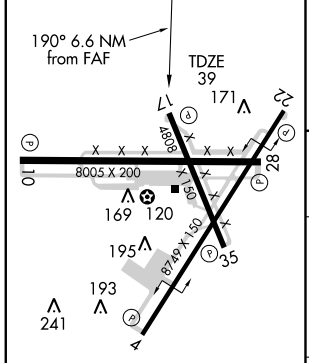
VOR or TACAN RWY 17

WALLOPS FLIGHT FACILITY (WAL)

MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and hold. (TACAN aircraft climbing right turn via SWL R-219 to WAFIT/SWL 5 DME and hold SW, left turn 039° inbound.)

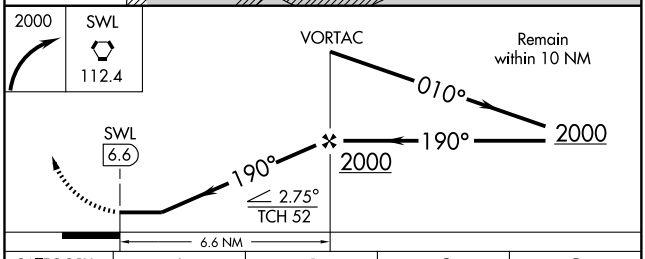
ASOS	PATUXENT APP CON *	NASA WALLOPS TOWER *	CLNC DEL
119.175	127.95 314.0	126.5 394.3	121.7





REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12



CATEGORY	A	B	C	D
S-17	500-1 461 (500-1)		500-1¼ 461 (500-1¼)	NA
CIRCLING	600-1 560 (600-1)		600-1½ 560 (600-1½)	600-2 560 (600-2)

NE-3, 22 OCT 2009 to 19 NOV 2009

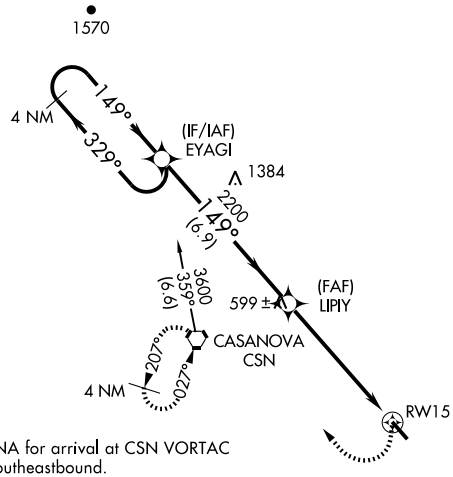
APP CRS	Rwy Idg	5000
149°	TDZE	328
	Apt Elev	337

RNAV (GPS) RWY 15
WARRENTON-FAUQUIER (HWY)

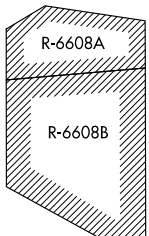
DME/DME RNP-0.3 NA. Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

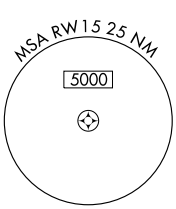
MISSED APPROACH: Climbing right turn to 3000 direct CSN VORTAC and hold.

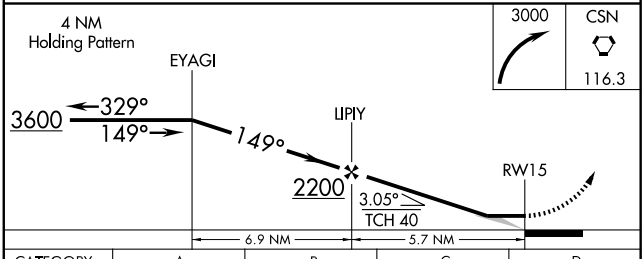
ASOS	CULPEPER AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
120.350	119.325	124.65 306.925	135.075	122.7 (CTAF) L

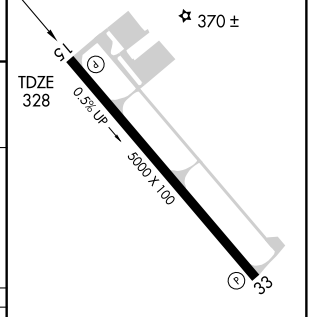


Procedure NA for arrival at CSN VORTAC on V453 Southeastbound.









CATEGORY	A	B	C	D
LNAV MDA	780-1 452 (500-1)		780-1¼ 452 (500-1¼)	780-1½ 452 (500-1½)
CIRCLING	780-1 443 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC CSN	APP CRS	Rwy Idg	5000
116.3	119°	TDZE	327
Chan 110		Apt Elev	337

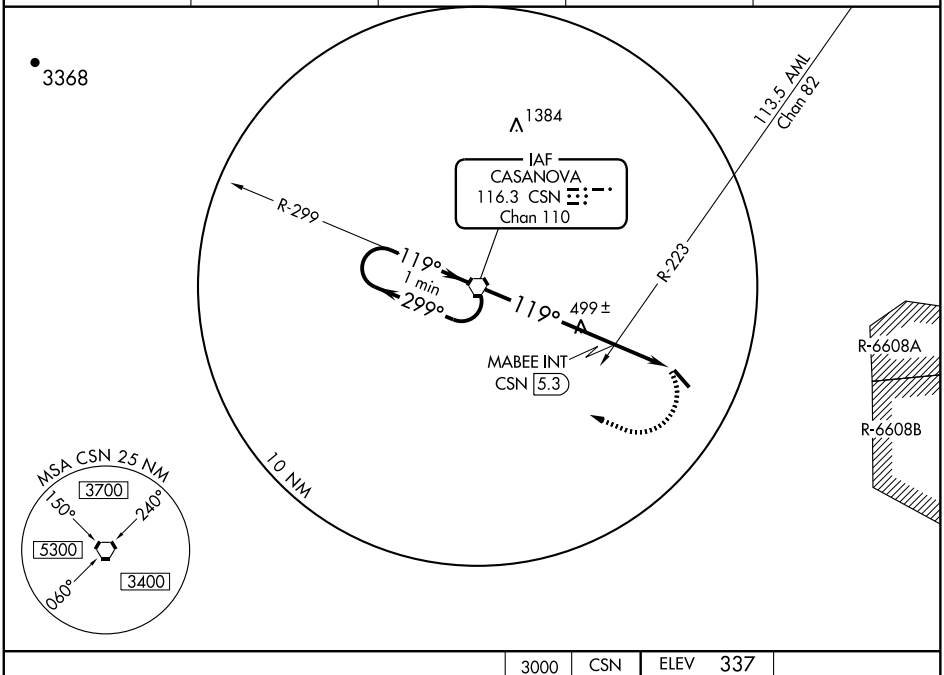
VOR RWY 15
WARRENTON-FAUQUIER (HWY)

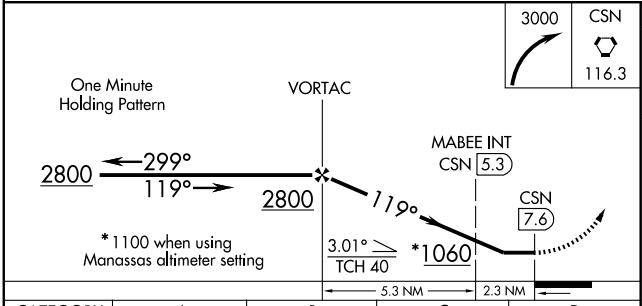
Use Culpeper Rgnl altimeter setting, if not received, use Manassas Rgnl/Harry P Davis Field altimeter setting and increase all MDAs 40 feet.

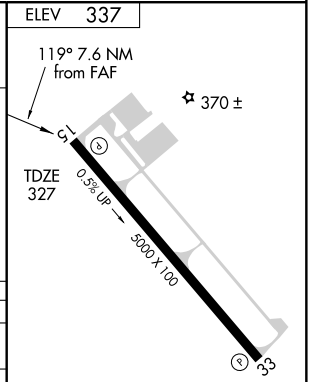
NA

MISSED APPROACH: Climbing right turn to 3000 direct to CSN VORTAC and hold.

ASOS	CULPEPER AWOS-3	POTOMAC APP CON	CLNC DEL (GCO)	UNICOM
120.350	119.325	124.65 306.925	135.075	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-15	1060-1	732 (800-1)	1060-2 732 (800-2)	1060-2¼ 732 (800-2¼)
CIRCLING	1060-1	723 (800-1)	1060-2 723 (800-2)	1060-2¼ 723 (800-2¼)
MABEE FIX MINIMUMS				
S-15	740-1	412 (500-1)	740-1¼	412 (500-1¼)
CIRCLING	740-1 403 (500-1)	800-1 463 (500-1)	800-1½ 463 (500-1½)	900-2 563 (600-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

NE-3. 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5000
097°	TDZE	13
	Apt Elev	21

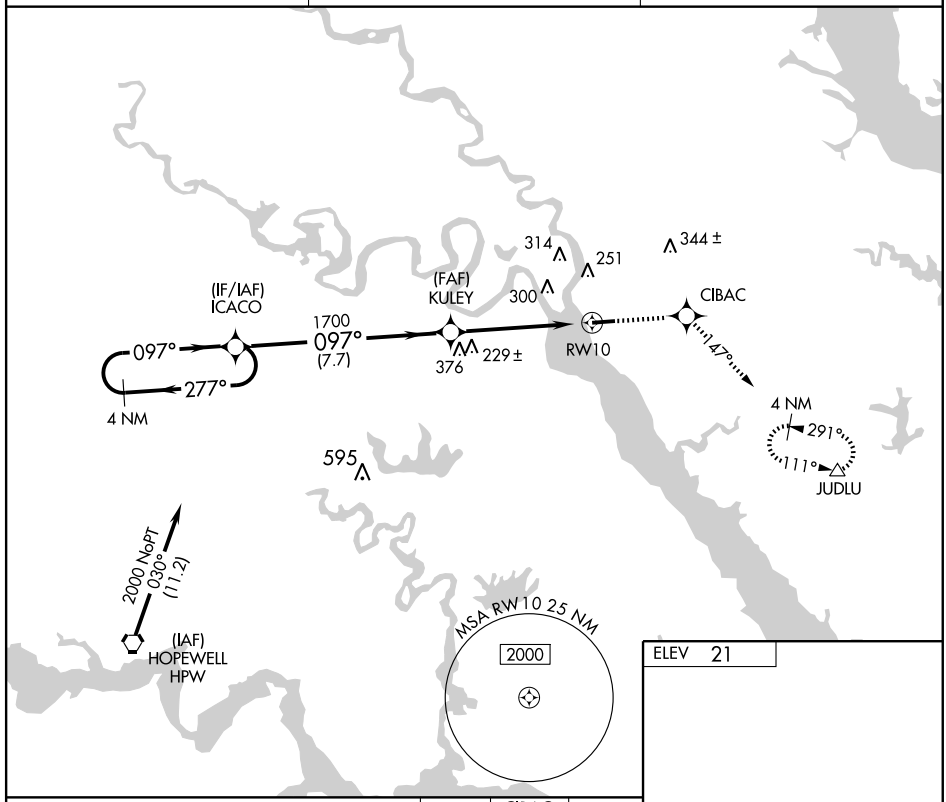
RNAV (GPS) RWY 10

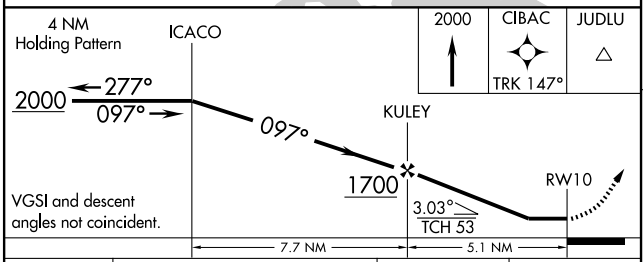
WEST POINT/MIDDLE PENINSULA RGNL (FYJ)

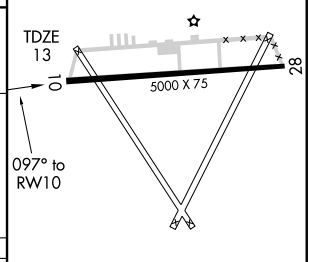
When local altimeter setting not received, use Newport News altimeter setting and increase all MDAs 80 feet, increase LNAV Cat C visibility ¼ mile, and Circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CIBAC and via 147° track to JUDLU and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 467 (500-1)		NA	NA
CIRCLING	480-1 459 (500-1)	560-1 539 (600-1)	620-1½ 599 (600-1½)	NA

MIRL Rwy 10-28 L

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC HCM	APP CRS	Rwy Idg	N/A
108.8	337°	TDZE	N/A
Chan 25		Apt Elev	21

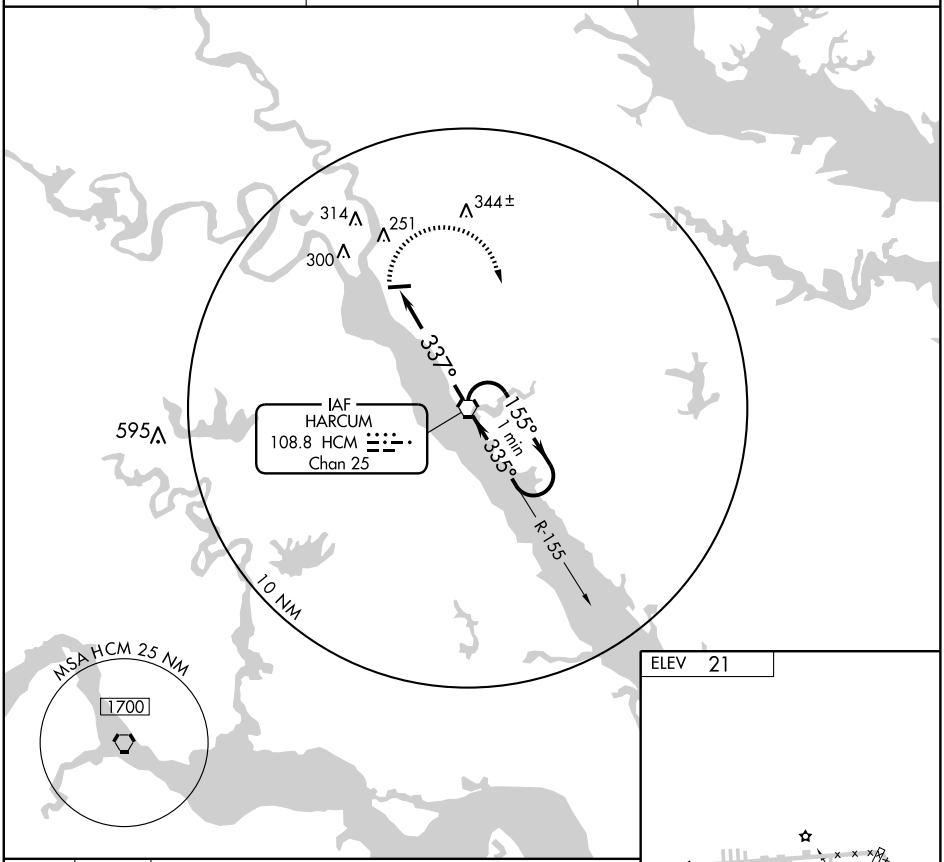
VOR-A

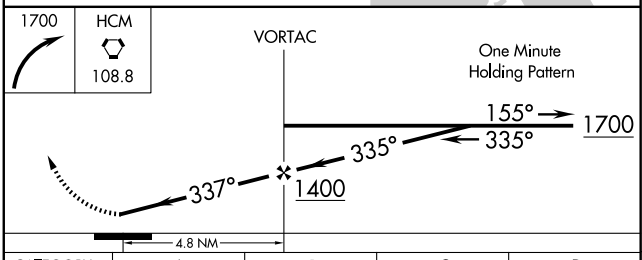
WEST POINT/MIDDLE PENINSULA RGNL (FYJ)

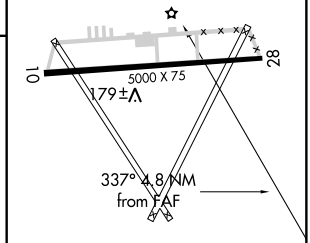
When local altimeter setting not received, use Newport News altimeter setting and increase all MDAs 80 feet and Cat C visibility ½ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L







MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
CIRCLING	480-1 459 (500-1)	560-1 539 (600-1)	620-1½ 599 (600-1½)	NA

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 22 OCT 2009 to 19 NOV 2009

VORTAC HCM	APP CRS	Rwy Idg	N/A
108.8	188°	TDZE	N/A
Chan 25		Apt Elev	49

VOR or GPS-B

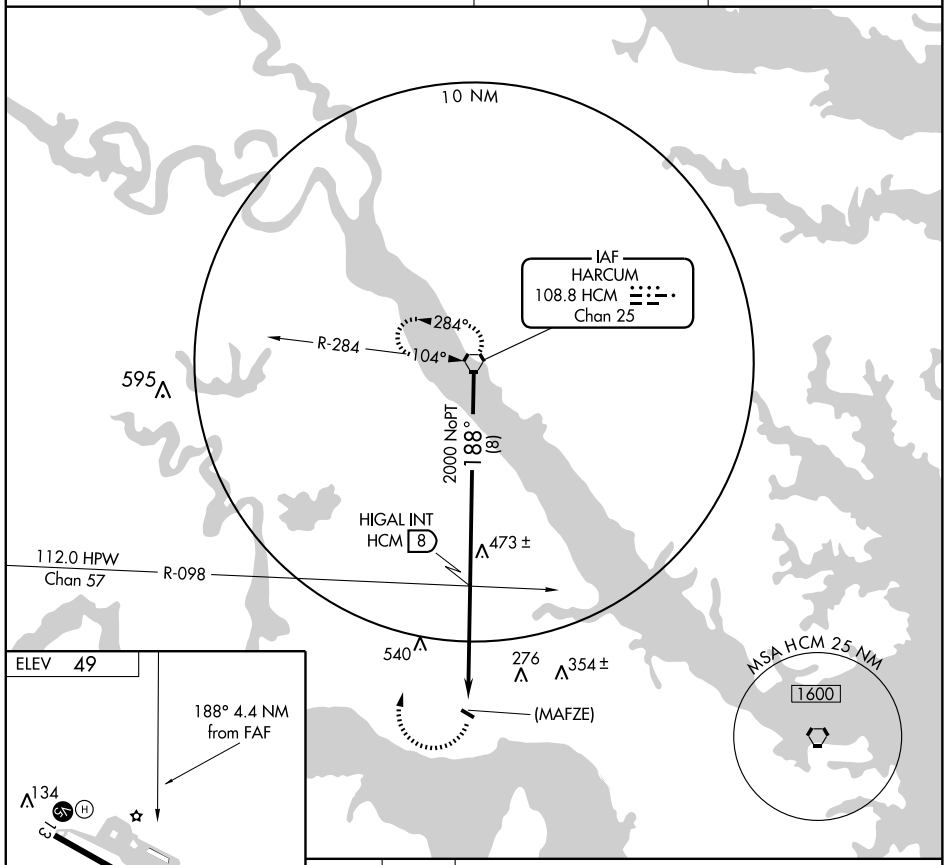
WILLIAMSBURG-JAMESTOWN (JGG)

Use Newport News/Williamsburg Intl altimeter setting.

NA

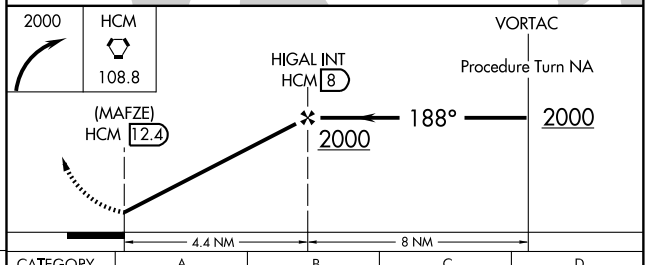
MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
120.625	119.45 360.6	135.075	122.8 (CTAF) L



REIL Rwys 13 and 31 L

MIRL Rwy 13-31 L



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	680-1 631 (700-1)		680-1¾ 631 (700-1¾)	NA

NE-3, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	5018
050°	TDZE	41
	Arpt Elev	41

AL-3214 [USA]

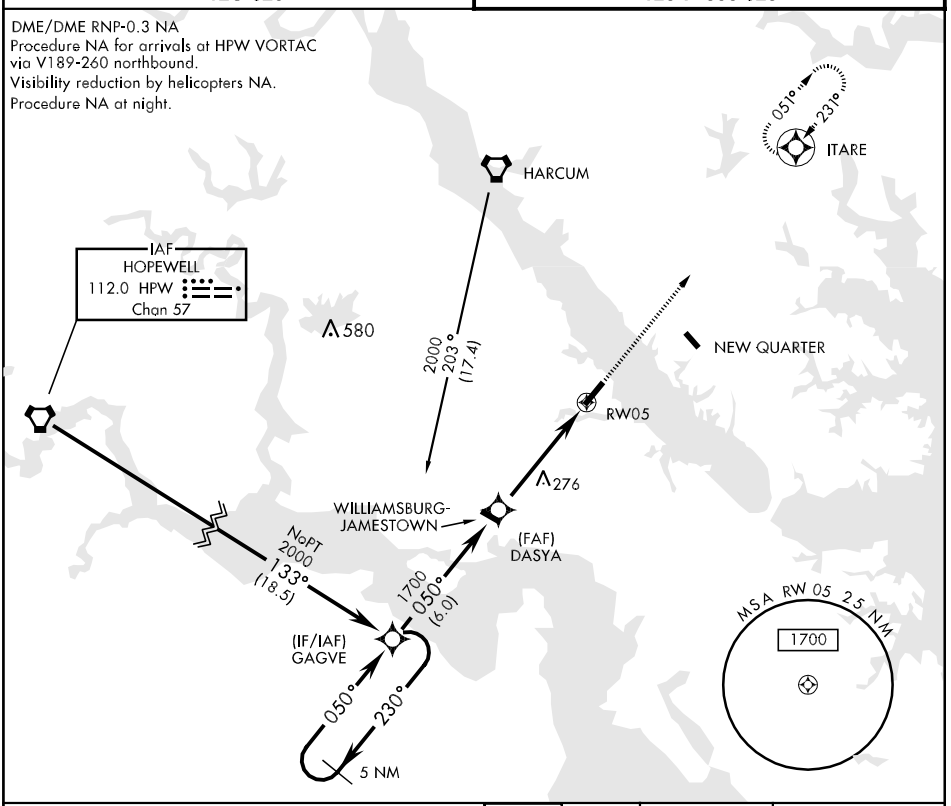
CAMP PEARY LNDG STRIP (KW94)

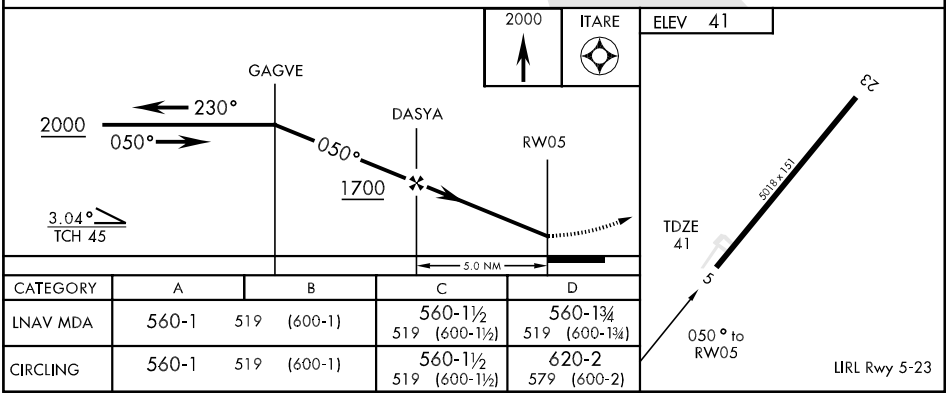
Use Williamsburg-Jamestown altimeter setting. When not received,use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C and D vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct ITARE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

DME/DME RNP-0.3 NA
Procedure NA for arrivals at HPW VORTAC via V189-260 northbound.
Visibility reduction by helicopters NA.
Procedure NA at night.





CATEGORY	A	B	C	D
LNAV MDA	560-1 519 (600-1)		560-1½ 519 (600-1½)	560-1¾ 519 (600-1¾)
CIRCLING	560-1 519 (600-1)		560-1½ 519 (600-1½)	620-2 579 (600-2)

LIRL Rwy 5-23

NE-3, 22 OCT 2009 to 19 NOV 2009

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	5018
230°	TDZE	34
	Arpt Elev	41

AL-3214 [USA]

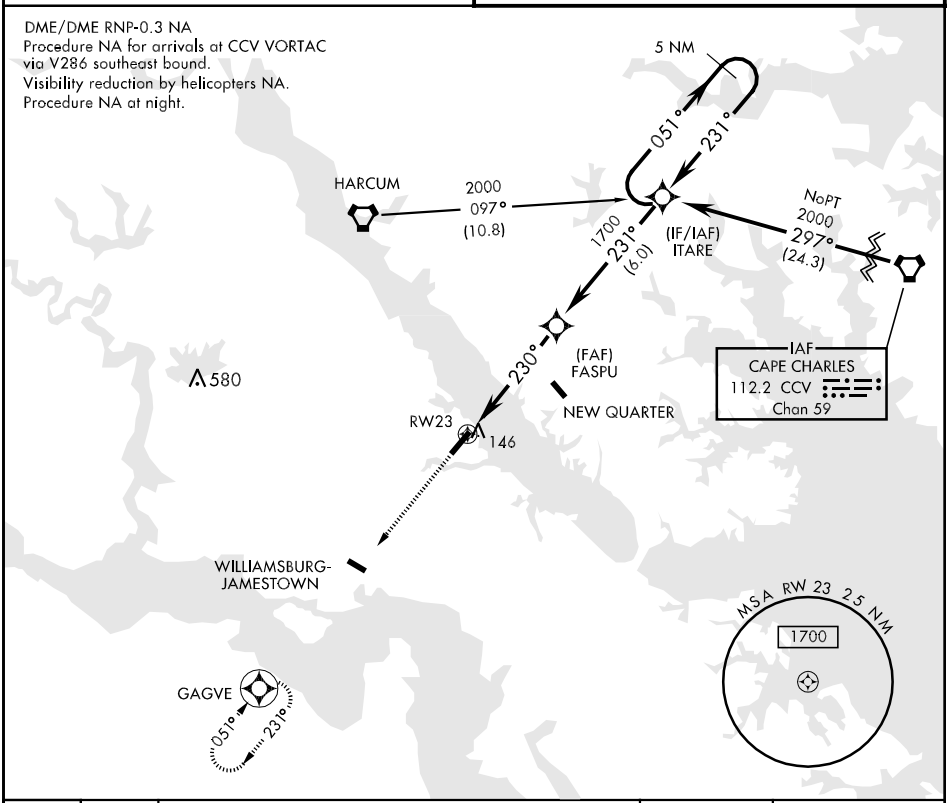
CAMP PEARY LNDG STRIP (KW94)

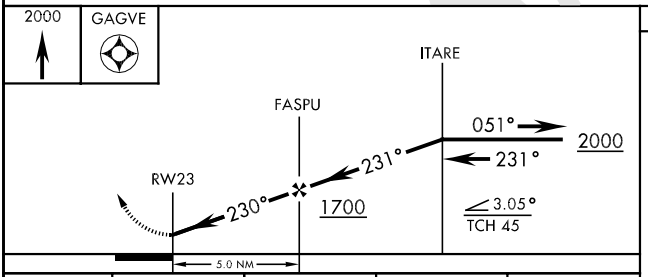
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet and increase LNAV CAT C vis ¼ mile. Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

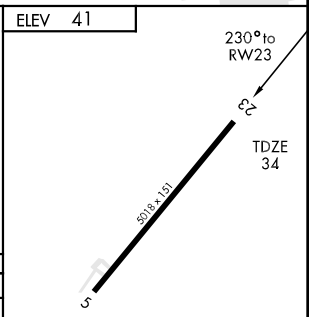
MISSED APPROACH: Climb to 2000 direct GAGVE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

DME/DME RNP-0.3 NA
Procedure NA for arrivals at CCV VORTAC via V286 southeast bound.
Visibility reduction by helicopters NA.
Procedure NA at night.







CATEGORY	A	B	C	D
LNAV MDA	420-1 386 (400-1)			420-1¼ 386 (400-1¼)
CIRCLING	500-1 459 (500-1)		500-1½ 459 (500-1½)	620-2 579 (600-2)

LIRL Rwy 5-23

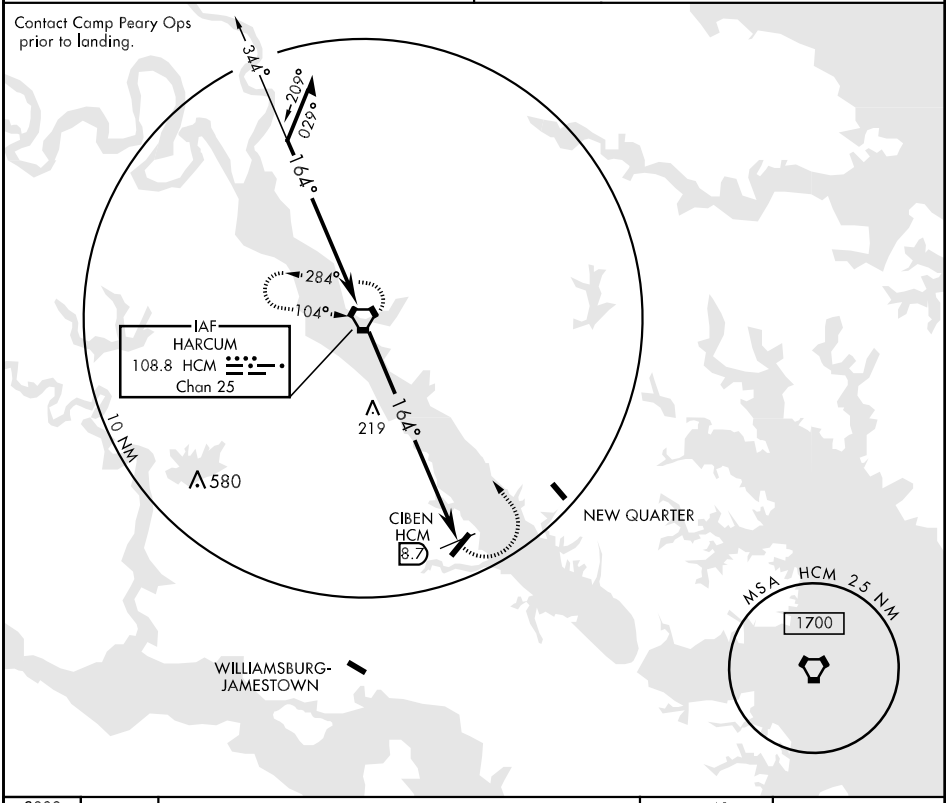
VOR-A

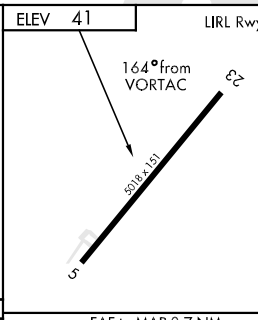
VORTAC HCM 108.8 Chan 25	APCH CRS 164°	Rwy Idg NA TDZE NA Arpt Elev 41	AL-3214 [USA]	CAMP PEARY LNDG STRIP (KW94)

*Circling to Rwy 23 NA at night.
Use Williamsburg-Jamestown altimeter setting. When not received, use Newport News/ Williamsburg Intl altimeter setting and increase all MDAs 20 feet. Restricted airfield, PPR.

MISSED APPROACH: Climbing left turn to 2000 direct HCM VORTAC and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625





CATEGORY	A	B	C	D
CIRCLING *	620-1 579 (600-1)		620-1½ 579 (600-1½)	620-2 579 (600-2)

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

NE-3, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-TZX	APP CRS	Rwy Idg	5500
109.55	324°	TDZE	715
Chan 32 (Y)		Apt Elev	726

ILS or LOC RWY 32

WINCHESTER RGNL (OKV)

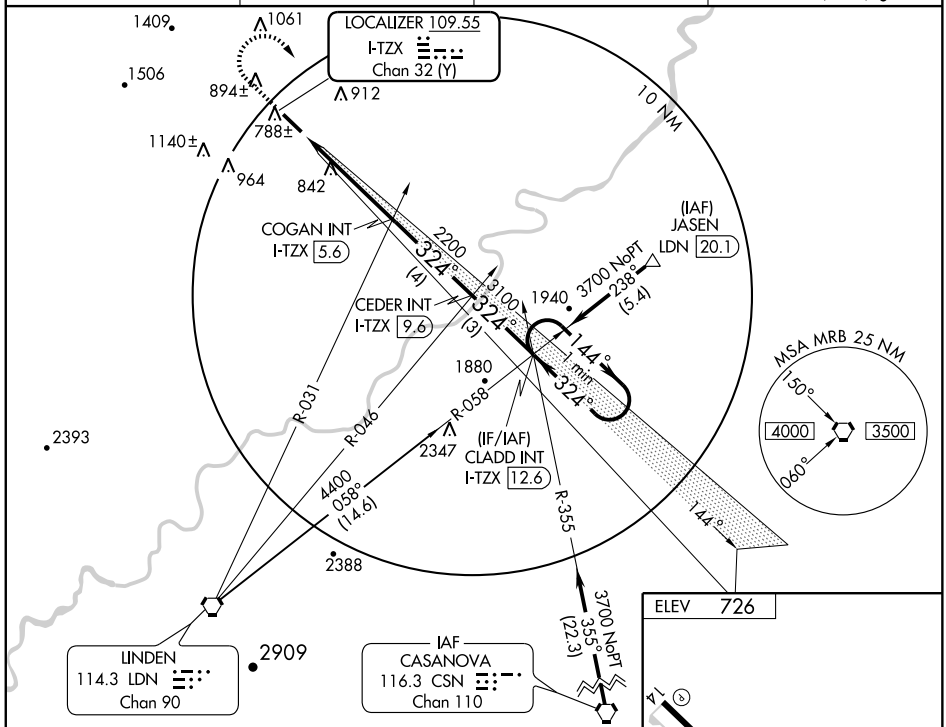
Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSR when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.

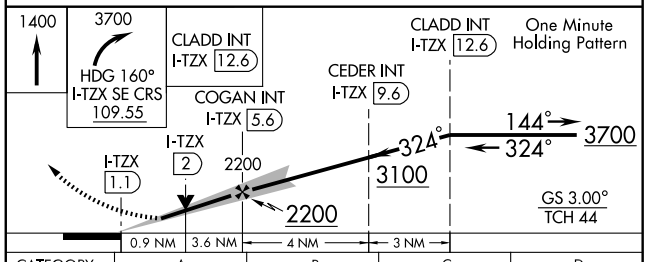
NA

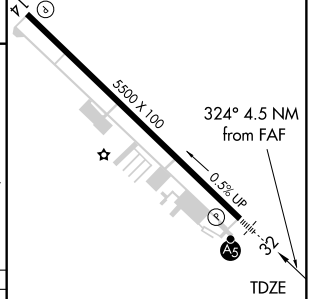
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD Int/I-TZX 12.6 DME and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 32	915-½ 200 (200-½)			
S-LOC 32	1040-½ 325 (400-½)			1040-¾ 325 (400-¾)
CIRCLING	1120-1 394 (400-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 22 OCT 2009 to 19 NOV 2009

WAAS CH 70712 W14A	APP CRS 144°	Rwy Idg 5500 TDZE 726 Apt Elev 726

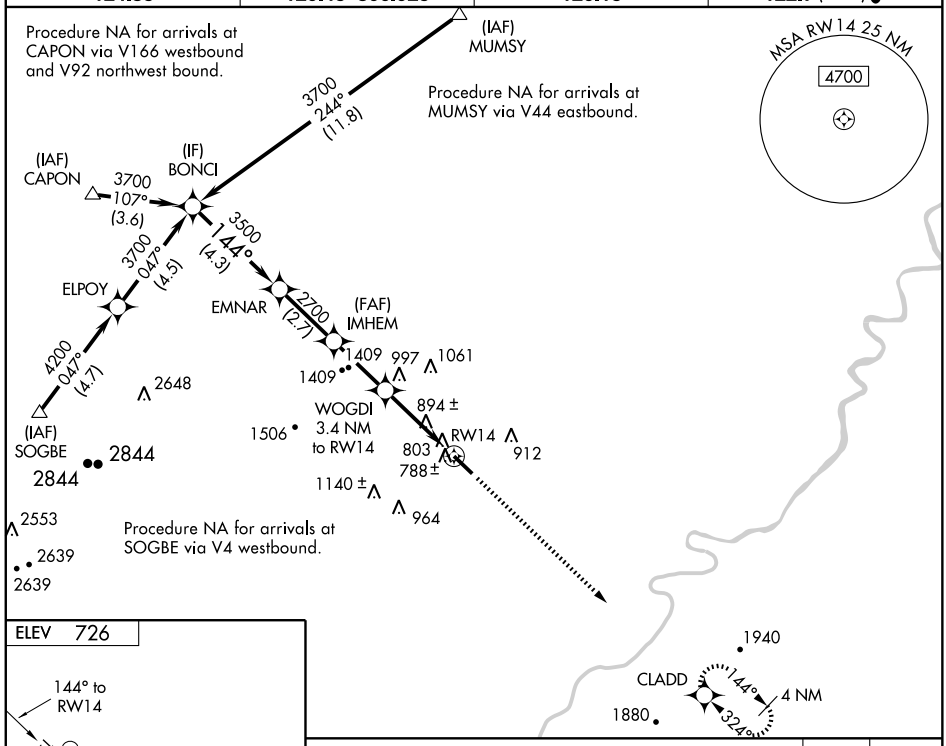
RNAV (GPS) RWY 14

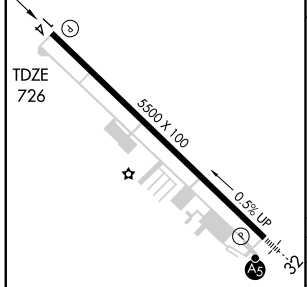
WINCHESTER RGNL (OKV)

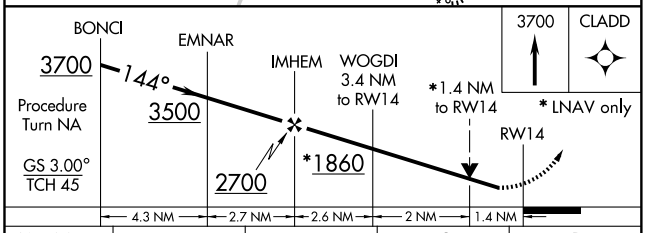
Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat C visibilities ¼ mile.
VDP NA when using Martinsburg altimeter setting.

MISSED APPROACH: Climb to 3700 direct CLADD and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1049-1¼ 323 (400-1¼)			
LNAV/ VNAV DA	1073-1¼ 347 (400-1¼)			
LNAV MDA	1200-1 474 (500-1)		1200-1¼ 474 (500-1¼)	1200-1½ 474 (500-1½)
CIRCLING	1200-1 474 (500-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NE-3. 22 OCT 2009 to 19 NOV 2009

WAAS CH 97512 W32A	APP CRS 324°	Rwy Idg 5500 / TDZE 715 / Apt Elev 726

RNAV (GPS) RWY 32

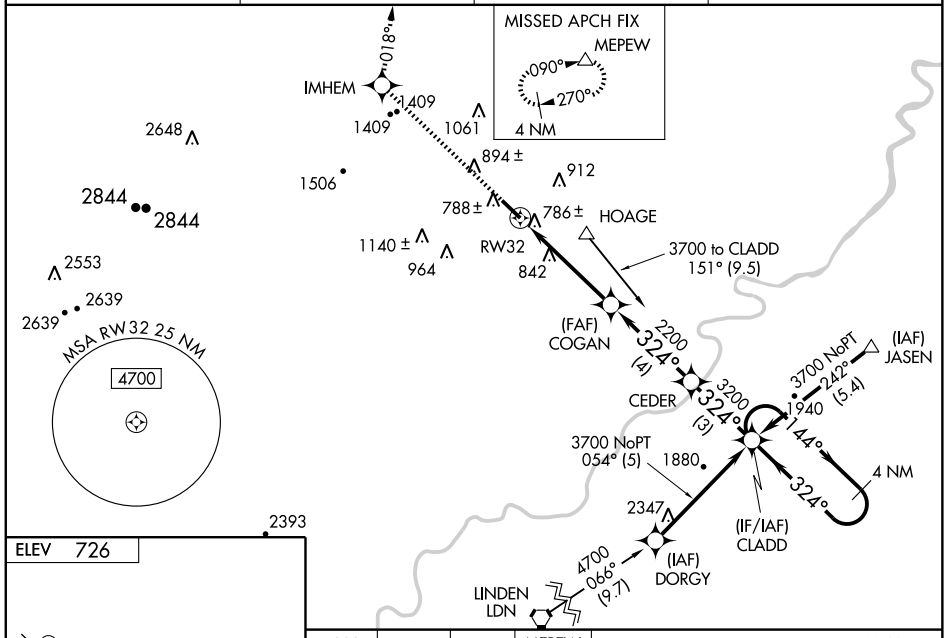
WINCHESTER RGNL (OKV)

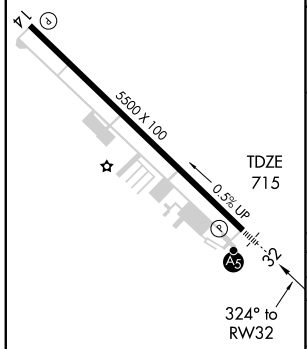
Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.

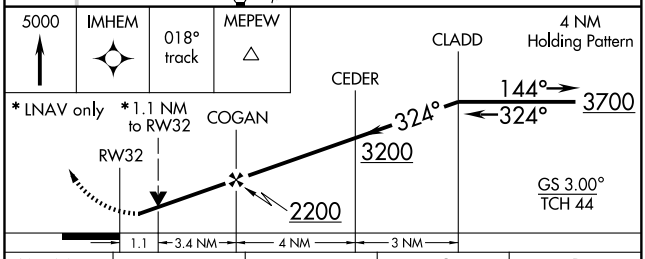
MALSR

MISSED APPROACH: Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	915-¾ 200 (200-¾)			
LNAV/VNAV DA	1056-¾ 341 (400-¾)			
LNAV MDA	1100-¾ 385 (400-¾)			1100-1 385 (400-1)
CIRCLING	1120-1 394 (400-1)	1260-1 534 (600-1)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NE-3. 22 OCT 2009 to 19 NOV 2009

VORTAC MRB 112.1 Chan 58	APP CRS 231°	Rwy Idg N/A TDZE N/A Apt Elev 726

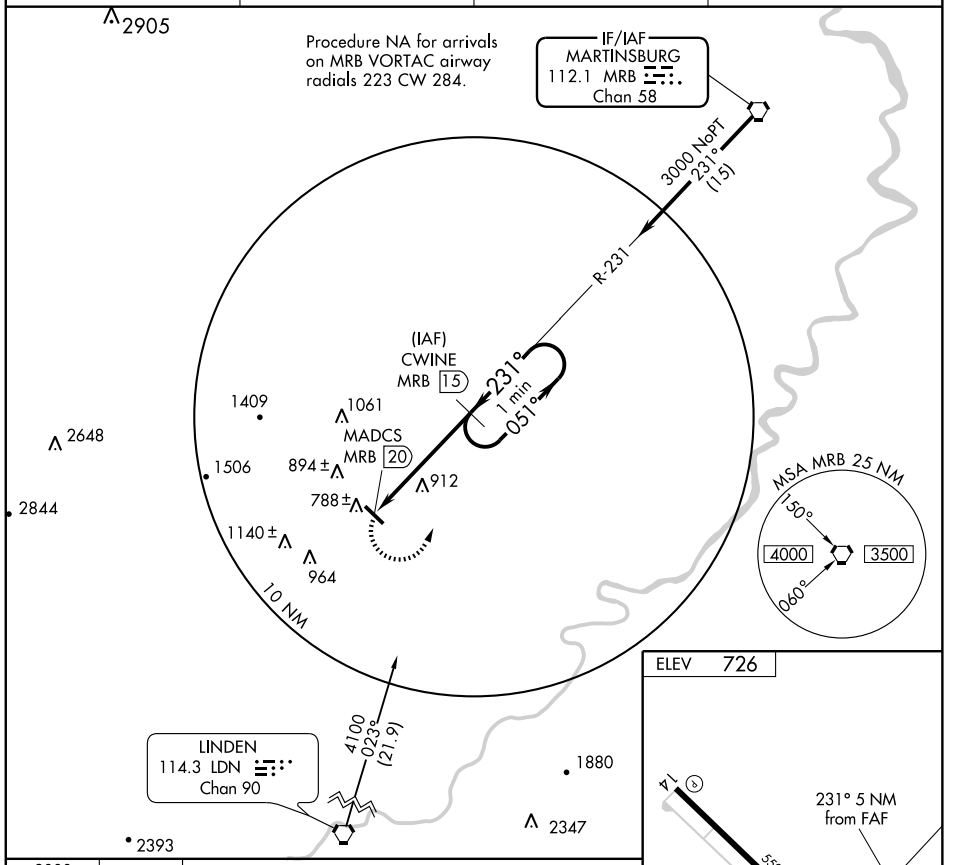
VOR/DME-A

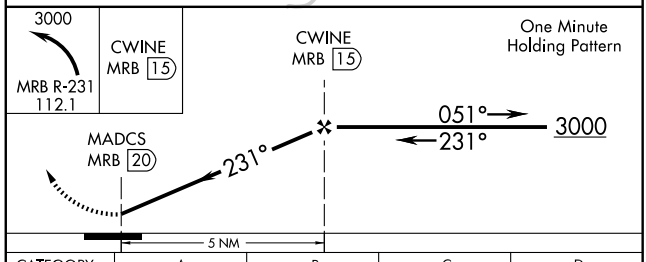
WINCHESTER RGNL (OKV)

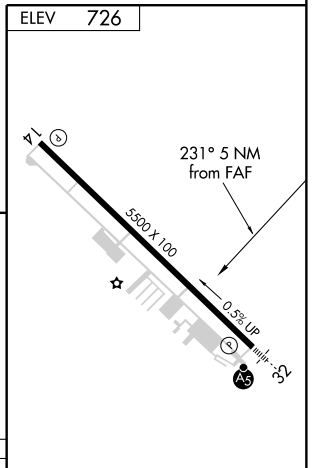
When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1180-1 454 (500-1)	1260-1¼ 534 (600-1¼)	1260-1½ 534 (600-1½)	1280-2 554 (600-2)

REIL Rwy 14 L
MIRL Rwy 14-32 L

NE-3, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	5280
066°	TDZE	2671
	Apt Elev	2684

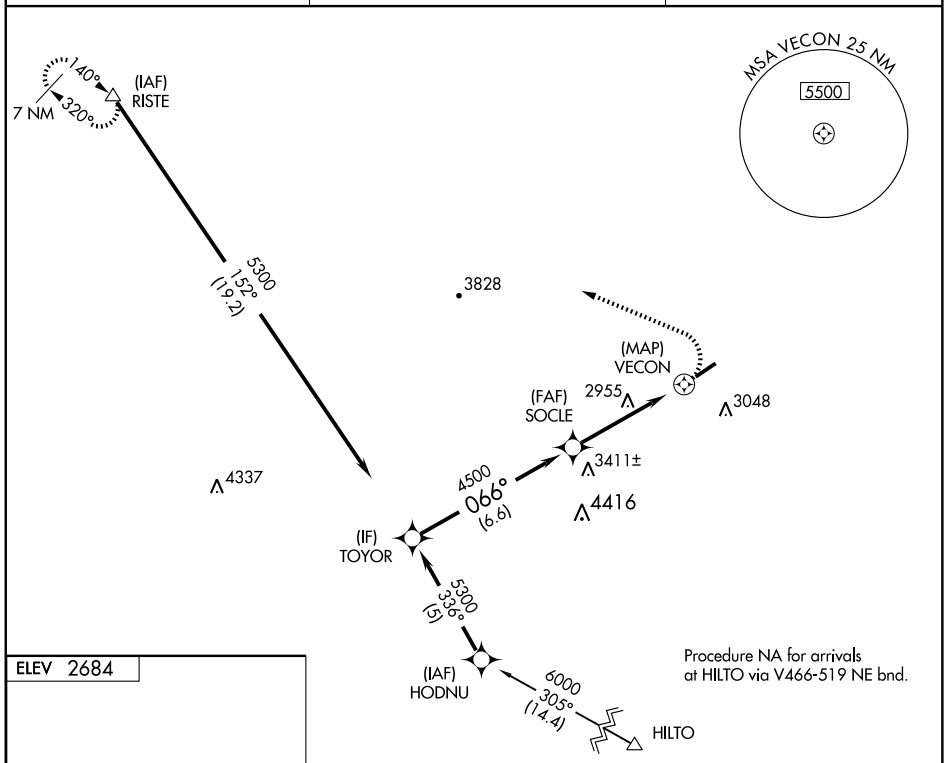
RNAV (GPS) RWY 6

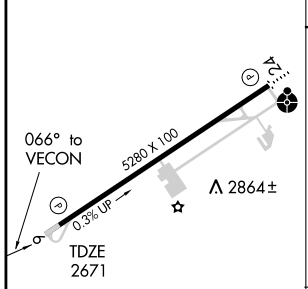
WISE/ LONESOME PINE (LNP)

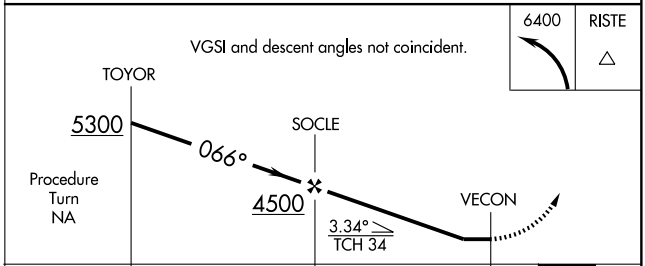
If local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDAs 160 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6400 direct RISTE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.57 253.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	3260 - 1	589 (600-1)	3260 - 1½ 589 (600-1½)	3260 - 1¾ 589 (600-1¾)
CIRCLING	3260 - 1	576 (600-1)	3260 - 1½ 576 (600-1½)	3360 - 2¼ 676 (700-2¼)

REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L

NE-3. 22 OCT 2009 to 19 NOV 2009

WAAS CH 77602 W24A	APP CRS 242°	Rwy Idg 5280 TDZE 2684 Apt Elev 2684

RNAV (GPS) RWY 24

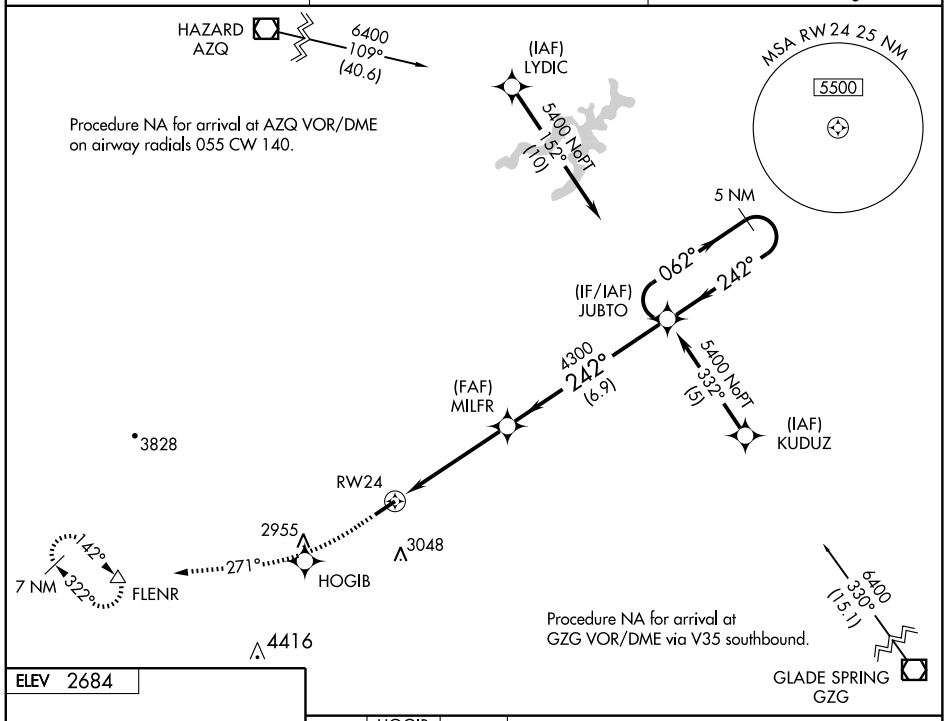
WISE / LONESOME PINE (LNP)

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (110°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

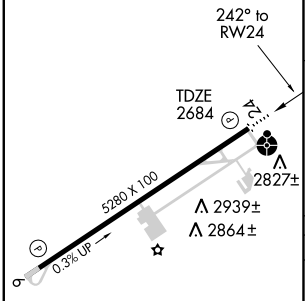
ODALS

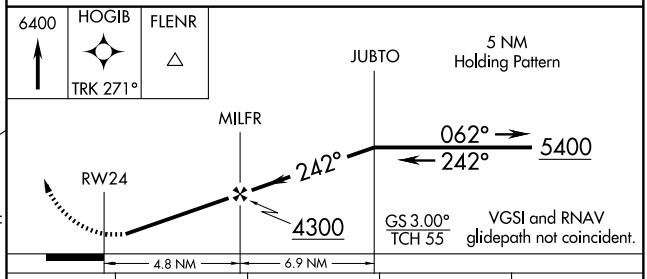
MISSED APPROACH: Climb to 6400 direct HOGIB and via 271° track to FLENR and hold, continue climb-in-hold to 6400.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.57 253.5	123.0 (CTAF) L



ELEV 2684





CATEGORY	A	B	C	D
LPV DA	3021 - 1¼ 337 (400-1¼)			
LNAV/ VNAV DA	3126 - 1½ 442 (500-1½)			
LNAV MDA	3400 - 1 716 (800-1)		3400 - 2 716 (800-2)	3400 - 2¼ 716 (800-2¼)
CIRCLING	3440 - 1½ 756 (800-1½)		3460 - 2¼ 776 (800-2¼)	3560 - 2¾ 876 (900-2¾)

REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L

NE-3, 22 OCT 2009 to 19 NOV 2009